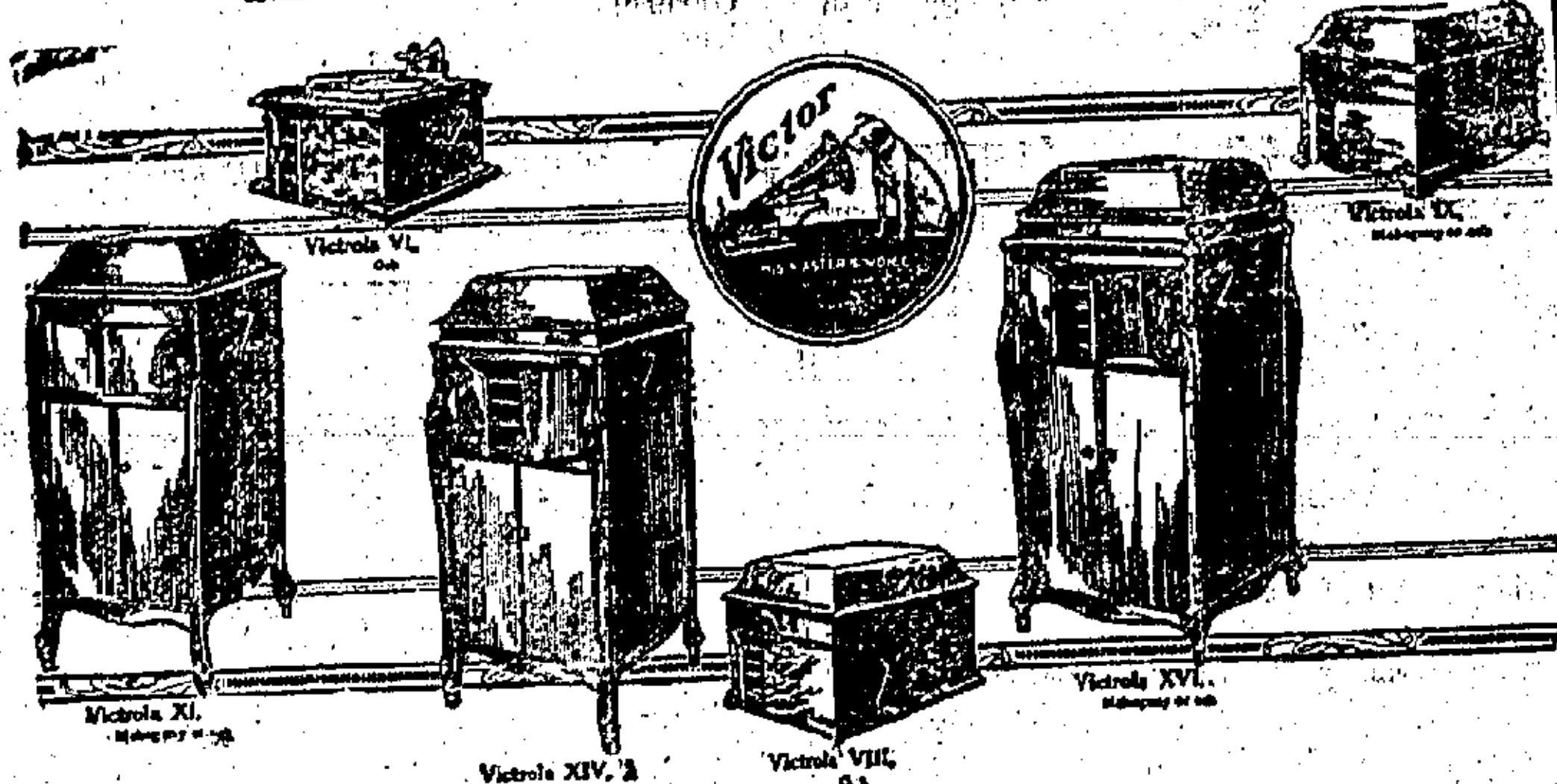


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MOUTRIE'S.

(29-4)

BLUE CROSS FUND.

HORSES IN WARTIME.
THE HONGKONG AMATEUR
DRAMATIC CLUB
PRESENTS

"THE ANGEL IN THE HOUSE."

A COMEDY IN 3 ACTS,
BY B. MACDONALD HASTINGSAND
EDEN PHILLIPOTS,
Last Year's Great London Success.

THIRD AND FINAL PERFORMANCE.

ON SATURDAY, 11th MARCH, AT 8.15 P.M.

Soldiers and Sailors in uniform admitted
at Half-Price.
BOOKING AT MOUTRIE'S.PRICES: \$4, \$3 AND \$2.
BLUE CROSS FUND.
Hongkong, 6th March, 1914.

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OBTAINABLE EVERYWHERE

SOLE AGENTS
MITSU BUSSAN KAISHA,
HONGKONG.香港中外新報
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Is the oldest and still immovably the best
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GERMAN INTRIGUERS WATCH FAR EASTERN MEN AND THE WAR.

TRADERS AWAIT THE COMING OF PEACE.

The changes that are taking place in China seem far enough removed from our European politics, says *The Dundee Courier*, yet so small a place is this world that constitutional developments in that distant continent are closely linked to the upheaval at our own door.

President Yuan Shikai is to be proclaimed Emperor of China and now we hear that the German and Austrian Legations at Peking have been instructed to give immediate recognition to the new monarch on behalf of the Government of the Central Powers. Obviously that patronage is not being extended to China without a motive. What is that motive?

PROFESSOR FROM BERLIN.
In the House of Commons recently Sir Edward Grey intimated that the intrigues of Germany, not only in particular possessions but in China generally, were the subject of anxious consideration on the part of His Majesty's Government. When he spoke of "particular possessions" the Foreign Secretary evidently had Hongkong in mind, because for some time Mr. Bonar Law had been in communication with its Governor regarding the desirability of removing to another place the aliens already interned there.

THREAT OF REPRISALS.
The scope of these and similar activities is well indicated in a declaration from Berlin which appears in the *Peking Post*, a periodical under German control in that city. "Germany," it asserts, "is in a position to await quietly all future constitutional developments in China, being not only resolved but possessing the means to take reprisals against every wrong which Germans residing in China suffer from the action of the Entente. Every injustice done to Germany threatens Berlin, will be retaliated upon the persons or property of British subjects residing in Turkey, or the persons or property of Frenchmen, Belgians, or Russians residing in territory now occupied by the German armies. Now, these German residents in China are very numerous. Few of us have realised to what an extent German men of commerce have penetrated into the heart of the country's trade. They have not been about it seriously for more than a couple of decades, and they found Great Britain entrenched in the position won more than a century ago. Yet they persevered, and success has come to them as if by a miracle."

Germany did not begin by directly challenging what was practically a British monopoly. The country was big enough, so they proceeded to explore it. Neither in Great Britain nor in China would the big dealers look at them. Very well, they sought out the others. And they scored. They apparently in quite a small way. They bought metals and cottons from British firms with no Chinese connection. They sold them to Shanghai traders who were beneath the notice of the bigger concerns. They pushed beyond Shanghai into country which hitherto no commercial explorer had touched. Great Britain had a firm hold on the trade in tea and silks. They ignored these, and took up beans, seeds, oil, limes, bristles, and minerals, many of these until then practically untapped.

Content with small profits, they created a wide demand, and they were vigorously backed by German combines. Government banks, the growing German mercantile marine. The result was that before the war Germany practically dominated the trade of China's interior, and it is in the interior where there are great undeveloped resources of mineral wealth. China produces more antimony than any country in the world, but here, as well as in the smelting of iron ore, in mining for tin, copper, coal, silver, the country still awaits the introduction of modern methods. These, together with improvement in the railway system and other means of transport, will yield a harvest that will far surpass the best that Britain has secured on the edge of the great continent.

Can one doubt that Germany would apply herself to leading in that development if she could? It is a profound mistake to imagine that her link with China has disappeared in the company of her high seas fleet. Naturally the absence of German shipping from the outer waters of the world has diminished her Chinese commerce to a enormous extent. But the commerce is still there. In China proper, as distinct from Hongkong, native merchants continue to send to America the exports of firms owned and financed by German money, using for the purposes the ships of Japanese, Chinese, Danish, and Norwegian owners.

A LIVELY SKELETON.
No doubt this is a more skeleton of a once flourishing business. It is useful, nevertheless, to remember that the skeleton is still there awaiting the coming of peace. That is one excellent reason why the Central Powers should seek to curtail favour with the new régime. Another yet more powerful motive is the existence of the Deutsche Asiatische Bank. This concern is a formidable rival to the two big British banks, the Hongkong and Shanghai and the Chartered, with whom before the war it co-operated in advancing loans both to the Manchu Dynasty and latterly to the Republic. Several million pounds of the older loans are still outstanding; indeed they are not wholly redeemable for another twenty-five years. Of the eleven later loans advanced in four years by the Powers to the Republic, six are held by Austria, two by Great Britain, one by France, one by Belgium, the largest of all running to £25,000,000. By Great Britain, France, Russia, Germany, and Japan jointly.

Not many months ago, it may be remembered, the Republic endeavoured to float a further loan of a million and a half pounds with the Quintuple banks. The attempt failed, whereupon it was broadly hinted that the German bank in China could supply the whole amount. It seems incredible that in these hard times such a Fatherland should have so much cash to spare. Nevertheless it is probably correct to say that this concern remains in a flourishing condition. It is known to be

HONGKONG MAN WINS THE MILITARY CROSS.

Mr. Percy R. Lowe, formerly one of the staff of Jardine, Matheson & Co., Tsingtao, writes from Manly, Australia, that he has enlisted in an infantry regiment and is now in a training camp. His younger brother, George, has already left for the front.

CAPTAIN CREASY'S NARROW ESCAPE.

Capt. E. C. Creasy, 58th Rifles, Indian Army, writes to Shanghai from Bombay on February 2nd:—You may have already seen in the papers that I was wounded in the Persian Gulf last month. I managed to stop a shrapnel in the left shoulder; as a matter of fact I was hit in three places by the same shell, but, thank heaven, only one bullet did any real damage—quite enough, I can assure you. I broke the collar-bone and has remained in under the collar-bone and has remained in under the collar-bone and has remained in under the collar-bone; lucky for me it missed the big artery, which is somewhere in that vicinity, I have had it X-rayed; but they haven't been able to fix the exact depth the beastly thing is in. I am going to have another photo taken, and I will then know if I shall have to go home or have an operation out here. I hope for the former. It is rather painful, as this bullet is pressing on a nerve and I have lost the use of my arm; but I hope it will soon be all right again.

I left France on November 21st and arrived at Durban on December 19th; from there we proceeded by river steamers as far as Amara and marched from that awful place. The country is nothing but desert the whole way, and one has to hug the river the whole time for water. On January 6th we came up with the Turks and found them entrenched in a very strong position on both banks of the river. At Shakh Sa'ad, they waited for us to attack and then let us have it for all they were worth. On the 8th they had had enough of it and retired, but my luck was out on the afternoon of the 8th and I had to come back, worse luck. Their shell fire was never very much, but the one that got me burst in the battery and got three of us.

The fighting out there is very different to that in France. Out there it is all in the open, so when they do spot us there is no getting away from it and no "funk holes" to dive into. It is a bad luck being winged so early in the show, but I ought not to grumble for I came through France without a scratch. As I said before, the Turks retired during the night of the 8th, so we pushed on. I managed to get away from the field hospital and went over the battle-field on the right bank of the river, which my battery was on all the time; it was very interesting to see the result of one's fire; they must have had a pretty thin time of it. We took 800 prisoners, amongst them a few Huns.

JAPANESE CUSTOMS TARIFF.

MODIFICATIONS APPROVED BY THE HOUSE OF REPRESENTATIVES.

A Bill revising the Japanese Customs Tariff has first passed its final reading in the House of Representatives, and is now before the House of Peers. The list of the changes made by the Bill published by the *Japan Chronicle* shows that the revision is downward except in the cases of citric acid, antimony, iron pipes and tubes, brass and bronze bars, a large number of articles being placed on the duty-free list. In the course of his speech on the Bill, Mr. Kato, Parliamentary Secretary for the Finance Department, said that the Government had been convinced of the necessity of encouraging the development of domestic manufacturing industry by making use of the Customs Tariff, and of regulating the export and import trade. Existing circumstances had made this more necessary than ever. The Government were of opinion that the duties on goods that could not be manufactured in the country and on those things of high price, should either be reduced or abolished. Secondly, if rather higher duties were imposed on goods the manufacture of which offered prospects of development, it would be very beneficial for the growth of home industries and the export trade. Further, it was proposed by the Government to reduce or abolish the duties on raw materials which were necessary for the development of domestic industries.

the largest buyer of gold in all China, big quantities being regularly despatched to America in bamboo tubes.

JAPAN OR EASTERN BENTINEL.
Where, it may be asked, does this money come from? In the first place, many millions bearing interest at 6 per cent, and over were owed to Krupp's and other German armament makers. But the chief source of revenue is the Deutsche Asiatische Bank every year of which no less than £2,000,000 is Germany's share in the Boxer indemnity, and a further £4,000,000 in payments under the various loans to the Chinese Government.

That the Germans should have so much ready cash at their disposal for propaganda purposes, amongst the Chinese in the present crisis is serious enough; it is not less significant that financially this German bank would do its utmost to supplant the interests of the Allies under the coming dispensation, a work in which it is evidently being vigorously seconded by the German and Austrian Legations at Peking.

Japan, fortunately, lies nearby, and not until the story of the war is fully disclosed will the world know how often and in what quarters have the Ententes been debilitated by their friend the Mikado.

TO BOOM CHINA TEA.

NATIVE ASSOCIATION'S PLANS FOR WORLD ADVERTISING.

It is reported in a Calcutta paper, says *The Indian Trade Journal*, that a Chinese Tea Association has been formed under the auspices of the Government to push the sale of Chinese tea in foreign countries. The essential projects of the association are outlined as follows:—

(1)—To establish general offices of the association in Shanghai and Hankow.
(2)—To establish tea experiment grounds at important cities for studying and improving the methods of planting, picking, treating, and heating the leaves, and of creating new markets.

(3)—To translate articles of foreign newspapers or from foreign books dealing with the tea business for the information of the Chinese tea merchants.

(4)—To organise a special bureau to fix prices for the different varieties of tea, to lay importance on tea trade marks, and to prohibit the manufacture of counterfeit goods.

(5)—To unite all tea merchants throughout the provinces in order to carry on the business in uniformity for the common interest of the tea trade.

(6)—To appeal to the President and the Ministry of Finance for protection in the tea market.

(7)—To organise a general company in China for undertaking the export business.

(8)—To carry out a vigorous campaign of advertising Chinese tea in foreign markets.

(9)—To write articles on Chinese tea in different languages to be published in pamphlets or in foreign newspapers, so as to remind the world of the merits and reputation of Chinese tea.

(10)—To establish branch selling shops in all the important cities in foreign countries, so as to be in direct touch with the foreign markets.

(11)—To study the tastes of foreign customers and to give away more samples of Chinese tea to foreign tea merchants.

(12)—To select better seeds and to increase the output of tea.

PROPOSALS TO PENALISE GERMAN SHIPPING AFTER THE WAR.

HAMBURG THREATENS REPRISALS.

Excitement prevails in Hamburg regarding the Mophistophelian plans of England to boycott German shipping after the war. In the *Vossische Zeitung* we have a prominent article headed "The Choking of German Navigation," in which it is proved to the complete satisfaction of the writer that any attempt to injure German shipping by closing British and Colonial harbours to German sea-going vessels would recoil with destructive violence on England's mercantile navy. Visiting German ports and ports under German control, there is a far higher aggregate of British tonnage than of German tonnage visiting British and Colonial ports. Any steps taken by the British authorities to close their ports would be met, at once, we are informed, by the closing of German and Austrian harbours to every vessel carrying the British flag.

The writer in the *Vossische Zeitung* declares: "It is not necessary to take this threat of a boycott seriously. It is the figment of a silly brain. The British know perfectly well that by a measure of this kind they would be simply cutting into their own flesh. It would ruin their entire tramp trade in European waters (sic). A bottle of this character after the war would be simply playing into the hands of others, the United States being the principle tertium gaudens."

A strong point—judging by the heavier type—is made of the conclusion drawn by the writer that the more suggestion of the boycott proves that the English no longer believe in the victory of their weapons, and hope to conquer Germany by economic pressure. It is a native thought, an outgrowth of the hate with which Germans are regarded in England. Germany will take good care, when conditions of peace are being arranged, that the economic side of the peace will be arranged satisfactorily, and that no such measure as the suggested boycott will be possible.

"One little mistake," says the writer, "is made by our economists. They forget that the realisation of their plans can only be attained when the Quadruple Alliance is in a position to dictate the peace proposed. We shall take care that they do not reach this position. Our military victory will knock the paper out of their hands. Let the neutrals, moreover, remember that we are fighting for their freedom as well as for our own, and act accordingly."

SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extreme Orient, of Saigon, report as follows under date February 26th:—

There is no change to report in our market. Prices remain the same on account of the important demand from Hongkong and Singapore.

The total amount of rice exported from the 1st January to the 22nd February is 142,075 tons; against 118,974 tons in 1913. We quote to-day white rice, No. 2 Sifoi, Japan quality, Hongkong 24.02 per picul f.o.b. Saigon, for March shipment.

CHEAPEST HORSE ON RECORD.

The lowest price ever paid for a horse in the State of Delaware, says the *Philadelphia North American*, was recently received at a public sale at Georgetown of the property of Mr. DeLaware Burton, when Mr. David Warrington bought one for \$24. When it was offered for sale the bidding was very slack; in fact, there was no one to start it. Mr. Warrington bid \$24 just to start it, and was dumbfounded down to him at that price. The horse put in a full day afterwards huffing and puffing, and although it is rather thin, will develop with proper care, horsemen say, into an animal worth \$250.

SHIPPING NOTES.

ATTEMPT TO REFLOAT THE P. & O. "NILE."

The Mitsui Bishi Dockyard is engaged in the task of recovering Y3,000,000 from the sea. It will be remembered that in the spring of last year the P. & O. *Nile* sank off Iwajima, Suho province, in the Inland Sea. The water at this spot is 30 fathoms, and salvage was despaired of. Mr. Yanushima Reizo, however, according to the *Asahi*, bought the ship, as she lay for Y400,000. He tried to refloat the steamer, but only succeeded in recovering about 500 bales of Shanghai cotton. He therefore sold the steamer to the Mitsui Bishi Dockyard for Y15,000. The Dockyard set about salvage operations on a large scale, and is said to have already expended Y350,000 on preliminaries. If the *Nile* is successfully refloated, the Dockyard is expected to make over Y3,000,000 at the present high prices of steamers. But she will need a lot of refitting after such a prolonged immersion.—*N.Y. Daily News*.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

LEAVE.
1.—Pte. W. Manning is granted leave of absence from 10th March, 1914, to 10th May, 1914.

PARADES.
2.—Parades for to-day.
7.00 a.m. and 5.30 p.m. Members of Signalling Section and other Signallers as detailed in Signalling Section order dated 8th December, 1913—Morse flag and Morse lamp practice at Headquarters.

5.15 p.m. Recruits of Engineer Co.—Musketry and Rifle exercises at Taikeo Dockyard, under Sergt. Eyre.

5.30 p.m. No. 4 Section Scouts Co. (all members)—Machine-gun instruction on Kennedy Road Range.

15.15 p.m. Recruits of all units—Squad drill and Rifle exercises at Headquarters under Sergt. Major Higby, and one N.C.O. from Right Section M. G. Co.

3.—On duty to-night: Left Section M. G. Co.
Orderly Officer: Lieut. Danby.
G. E. STEWART, Capt., Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, COMMANDING.

PARADES.
Parades for Friday, 10th inst., at 5.15 p.m.

"B" Co. on the Cricket Ground. Dress: Drill—order. Kowloon Dock and Taikeo Sections will fall in on the Polo Ground at 5.30 p.m.

Signalling Section at Volunteer Headquarters. Uniform to be worn.

FIELD FIRING.
Field firing will be carried out by "B" Co. on Sunday, the 10th March, and by "A" Co. on Sunday, the 26th March. Further orders will be issued.

POSTING.
Pte. R. J. Dixon, having joined, is allotted Corps No. 593 and posted to "B" Co. Section 14.

DETAIL.
Members are required to attend parades properly dressed. Riding breeches may not be worn except by officers entitled to wear same.

On duty till the morning of Friday, the 10th inst.—H.K.V.C.
On duty from the morning of Friday, the 10th inst., until the morning of Friday, the 17th inst.—"A" Co. H.K.V.C.
Orderly Officer for the same period—Lieut. J. O. Hughes.

MACHINE-GUN INSTRUCTION.
A Class of instruction in machine-gun work will commence shortly. Names of members wishing to attend should be sent to the Adjutant through Platoon Commanders not later than Wednesday, the 15th inst.

REVERSION.
Sergt. D. Keith reverts to the ranks at his own request.
G. K. H. BURTON, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

MOUNTED POLICE.

The following troopers are requested to attend at the Jockey Club Stables for a practice ride to-day at 5.30 p.m.:—Grimble, Roylance, Cartwright, Fernandes, Alves, Scull, Kew, and Hussain.

Uniform with blue puttees and black boots.

MUSKETEER.

SUNDAY, 12th MARCH.
Blake Pier, 9 a.m. sharp. All N. C. Officers.

Blake Pier, 1 p.m. sharp. Nos. 1 and 2 Platoons, No. 1 Company.

ROUTE MARCH.
All rank will parade at Central at 5.15 p.m. on Friday, March 10th, for Route March. Uniforms, with helmets and Spikes, white: mushroom tops to be worn by those to whom spikes have not been issued.

Band, Maxim Gunners, Motor Petrols, Mounted Patrols and Ambulance Company will attend.

BAND AND ORCHESTRA PRACTICE.
Thursday, March 9th at 6.00 p.m.
F. C. JENKIN, D.S.P. (R.).

AUSTRALIA'S NAVY.

NEW LIGHT CRUISER.

Australia's navy, states the High Commissioner for Australia, is expanding. Recently the cruiser *Brisbane* was launched at Cockatoo Island, and in navy orders issued in January it is notified that a new light cruiser is about to be laid down where the *Brisbane* was built. This cruiser, when completed, will be named *H.M.A.S. Adelaide*.

NEW ADVERTISEMENTS

WANTED.

A NURSE to look after an Infant on voyage to England in return for passage and small bonus.
Apply to—Box "C,"
Care of "Daily Press" Office.
Hongkong, 9th March, 1918. [390]

WANTED.

A TRAVELLING AMAN, any nationality, for Lady going to England about March 14th. Also to assist in care of baby.
Apply at once to—
Box "A.B.C.,"
Care of "Daily Press" Office.
Hongkong, 9th March, 1918. [391]

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

Action No. 215 of 1918.

Between THE TAI LOI Firm, Plaintiffs,
and
THE LAI CHUN WAH KEE Firm,
Defendants.

NOTICE IS HEREBY GIVEN that a WRIT OF FOREIGN ATTACHMENT returnable on the 25th day of March, 1918, against all the property movable and immovable of the above-named Defendants within the Jurisdiction of this Court has been issued in this action pursuant to Section 452 of the Hongkong Code of Civil Procedure. Dated this 7th March, 1918.

DALMADA & MASON,
Solicitors for the Plaintiffs,
33, Queen's Road Central,
Hongkong. [392]

HONGKONG ICE COMPANY, LTD.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of the General Managers at 11.30 A.M. on TUESDAY, the 26th instant, to receive a Statement of the Company's Accounts for 31st December, 1917, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 8th March, 1918. [393]

S.S. "POLYNESIAN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNMENT of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being loaded and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bill of Lading will be countersigned by the Undersigned. Goods remaining unloaded after Tuesday, the 14th March, at Noon, will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 17th March, or they will not be recognized.
All damaged packages will be examined on Tuesday, 14th March, at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent. [394]

NOTICE OF REMOVAL.

WE have This Day REMOVED Our Offices and Show-rooms from the First Floor to the Second Floor of 10 Des Voeux Road (Central).
(Above the Robinson Piano Company).
MOW FUNG & Co.
Hongkong, 1st March, 1918. [360]

NOTICE.

IN view of the refusal of LOCAL BANKS to accept Comprode Orders, the undersigned Lines request Passengers and Shippers to pay all accounts for freight, passage money, etc., by cheque or cash on and after 1st March, 1918:

P. & O. S. N. COMPANY,
MESSAGERIES MARITIMES CIE.,
OCEAN S. S. CO., LTD.,
CHINA MUTUAL S. S. CO., LTD.,
"ELLERMAN" LINE,
CANADIAN PACIFIC OCEAN SERVICES, LTD.,
"BANK LINE,"
TOYO KISEN KAISHA,
NIPPON Yusen KAISHA,
OSAKA SHOKU KAISHA,
"GLEN" LINE,
"BEN" LINE,
"SHIRE" LINE,
DODWELL & Co., LTD.,
ROYAL MAIL STEAMSHIP LINE,
JAPA-PACIFIC LINE,
JAPA-CHINA-JAPAN LINE,
CHINA MAIL S. S. CO.,
HART ASIATIC CO. OF COPENHAGEN,
RUSSIAN EAST ASIATIC S. S. CO.,
SWEDISH EAST ASIATIC CO. OF CO.,
AMERICAN ASIATIC S. S. CO., LTD.,
AMERICAN & MANCHURIAN LINE,
AMERICAN & ORIENTAL LINE.
Hongkong, 4th March, 1918. [381]

EIGHT PER CENT. MILITARY LOAN.

SECOND DRAWING ON FEBRUARY 20TH.

NOTICE IS HEREBY GIVEN that the Second Drawing for Payment of the Eight Per Cent. Military Loan Bonds will take place in Peking on February 20th, on which occasion \$1,000,000 worth of Bonds will be drawn for repayment. When the drawing is over, the numbers of drawn Bonds will be published in the Government Gazette.
MINISTRY OF FINANCE.
Canton, 22nd February, 1918. [390]

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at Noon on TUESDAY, the 26th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th instant, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Managers,
HONGKONG FIRE INSURANCE CO., LTD.,
Hongkong, 2nd March, 1918. [376]

CHINA SUGAR REFINING CO., LIMITED.

NOTICE.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on WEDNESDAY, the 29th March, at 11.30 A.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th March, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 2nd March, 1918. [368]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in the name of YUEN CHIBONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7759/7768 dated 10th August, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the Hongkong Steam Launch Tug and Lighter Co., Ltd.,
GORDON & Co.,
General Managers.
Hongkong, 10th February, 1918. [359]

PUBLIC LECTURE
on the
HONGKONG CURRENCY PROBLEM.

MR. J. M. XAVIER has kindly consented to deliver a LECTURE, to be followed by a Discussion, on the above subject, at the CITY HALL, TO-MORROW (FRIDAY), the 10th March, at 5.15 P.M.

Ladies and Members of the Public are invited.
H. E. POLLOCK,
Hon. Secretary,
HONGKONG OLD VOLUNTEERS SOCIETY.
Hongkong, 4th March, 1918. [378]

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

I HAVE This Day RESUMED CHARGE of the Company.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 1st March, 1918. [370]

NOTICE.

NOTICE IS HEREBY GIVEN that the Undersigned has been admitted a Partner in the YICK HING FIRM (德興行) of No. 53, Bonham Strand West, Merchants and Commission Agents, as from the 1st day of the 2nd Moon, Ping San year (4th March, 1918), and will assume the entire management of the Firm on and after that date.

NOTICE IS ALSO GIVEN that as from the said date all Bills of Exchange, Promissory Notes and other Documents given by the Firm must bear the Signature of the Undersigned. All Claims against the present Partners in respect of liabilities incurred on behalf of the Firm on or before the 30th day of the 1st Moon, Ping San year (3rd March, 1918), should be sent to the YICK HING FIRM without delay.

CHAN LAI CHUN (陳麗泉).
Hongkong, 2nd March, 1918. [375]

FOR SALE.

A S going concern GOOD MINERAL WATER BUSINESS.
Apply—Box "A,"
Care of "Daily Press" Office.
Hongkong, 8th March, 1918. [388]

FOR SALE.

RICHMOND HOUSE, No. 145, Barker Road.
Also,
"DUNOTTAR" No. 81, Aberdeen Road.
HASTINGS & HASTINGS,
Solicitors.
Hongkong, 3rd March, 1918. [371]

FOR SALE.

ONE 10 H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.
Also, ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINSTED & DAVIS,
Alexandra Buildings.
Hongkong, 18th September, 1915. [364]

TO LET.

A HOUSE in Kowloon—Terrace.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [372]

HOUSES TO LET.

SHAMEN, CANTON.

COMMODIOUS OFFICES and Residential Quarters to let.
Apply—
BRITISH-AMERICAN TOBACCO Co., Ltd.,
Hongkong or Canton.
Hongkong, 7th March, 1918. [385]

TO LET.

For Six Months from 1st May.
FURNISHED FOUR-ROOMED HOUSE, "STONE HOUSE," No. 67, Mount Kellet.
For particulars apply—
FERDY SMITH, SEER & FLEMING.
Hongkong, 7th March, 1918. [384]

TO LET.

NO. 1, TOGO TERRACE, Kennedy Road.
Apply—
LI FUK TSAU,
Care of Messrs. WILKINSON & GRIST,
9, Queen's Road Central.
Hongkong, 1st March, 1918. [355]

TO LET.

NEWLY-BUILT FLATS, in SAIFEE TERRACE, Nathan Road, also, SIMILAR FLATS in Jordan Road, Kowloon. Rents very moderate.
Electric Light and Gas installed.
Apply to—
KAYAMALLY & Co.,
5, D'Agillar Street.
Hongkong, 1st March, 1918. [366]

TO LET—AT THE PEAK.

FURNISHED, No. 3, Mountain View.
Apply—
H. E. POLLOCK,
Princes Buildings.
Hongkong, 24th February, 1918. [333]

TO LET.

A splendid set of OFFICE ROOMS on the First Floor of No. 10, Des Voeux Road Central (above the Robinson Piano Co.), comprising Three Large and Two Small Rooms with Outhouses and Servants' Quarters. The Premises are being thoroughly repaired and renovated. Centrally located in the vicinity of the Banks and Shipping Office—Rents moderate.
Apply to—
MOW FUNG & Co.,
10, Des Voeux Road Central.
Hongkong, 18th February, 1918. [302]

TO LET.

OFFICES, 5, Duddell Street, now in occupation of Messrs. Radcocker & Co.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 17th February, 1918. [305]

TO LET—FURNISHED.

NO. 5, MORRISON HILL, 6-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March.
Apply—
HARRY WICKING & Co.
Hongkong, 3rd February, 1918. [325]

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Regent Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They consist of two kinds, viz.: Flats with 2 Bedrooms and 1 Sitting Room and Flats with 3 Bedrooms and 1 Sitting Room. The latter are especially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 26th January, 1918. [206]

TO LET.

NO. 11, GAGE STREET, immediate possession.
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOOKER, DEACON & HARBORN.
Hongkong, 19th October, 1915. [90]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED-FLATS in Hampshire Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 29th December, 1915. [277]

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Voeux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wan-chai.
Nos. 1, 2 and 3, WEST-END TERRACE, CANTON.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November, 1915. [22]

INTIMATION

WATSON'S

FINEST OLD BROWN BRANDY

E QUALITY.



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS, HONGKONG.

TELEPHONE No. 618.

Hongkong Office: 10A, Des Voeux Road, C.
London Office: 181, Finsbury Square, E.C.

The Daily Press.

HONGKONG, 7th MARCH, 1918

THE TRADE WAR AGAINST GERMANY.

For some time after the outbreak of war the British Government appeared to be very reluctant to take any steps calculated to prevent the resumption of our trade relations with Germany when hostilities should cease. Up to a certain point this attitude was understandable, because Germany was the biggest customer for our manufactures, and, after the United States, our chief source of supply. Though we bought many things from her which, it has been said, we should have done better to make for ourselves, it is probable that the majority of our purchases were dictated by sound business principles. In addition to these considerations, there was the fact that, owing to the freedom with which Germans were admitted to all parts of the British Empire, no inconsiderable share of the trade in our Colonies and Dependencies lay in their hands, as we know from experience in Hongkong. It was, indeed, believed in many quarters until eighteen months ago that Germany's commercial prosperity was so closely bound up with the maintenance of peace with Great Britain that no fear need be entertained of any rupture between the two nations, and for some time even after events had shown that this belief was ill-founded the idea prevailed that the people of Germany were the unwilling victims of Prussian Junkerdom. The scales have now fallen from our eyes, and we recognise that the German nation was united in the desire to encompass our downfall and that the German whom we welcomed in our midst was playing the part of a Judas. The huge engine of destruction which the Germans had prepared with characteristic thoroughness for many years leaves no doubt as to their intentions, and the unscrupulous methods to which they have resorted in the conduct of the war constitute in themselves an insuperable barrier to the re-establishment of those relations

of mutual respect which might survive an encounter with an honourable foe. It is not surprising, therefore, that the *Entente* Powers should be considering in concert measures for excluding Germany and her Allies from any participation in their commerce after the battle-flags are furled. Apart, however, from a natural feeling of aversion from a nation which has deliberately descended to methods of barbarism, this course is dictated by prudence. Not only has there been an enormous waste of accumulated wealth occasioned by the war into which Germany has plunged Europe, but a heavy load of debt has been piled up which it will take all the belligerents many years to liquidate even under the most favourable conditions. In recognition of this the *Central* Powers are understood to be arranging a commercial union, and Germany is accumulating stocks in readiness to flood neutral markets as soon as the present barriers to her overseas trade shall be withdrawn. If, therefore, the economic recovery of Germany is not to be made at our expense but is to be retarded in order that she may suffer the full effects of her wanton aggression and be deprived of the means of returning to the attack for many years to come, it is necessary that the *Entente* Powers should prepare to meet combination by combination. A recent cable states, on the authority of *The Times*, that the British Government have decided, with the full concurrence of the Dominions, to enter into an offensive and defensive commercial alliance with our Allies. Although the details of the scheme have yet to be threshed out in conference between the Allies, it is not unlikely, so far as the British Empire is concerned, to take the form of a tripartite tariff, giving preferential terms for the Empire, a moderate revenue tariff for the Allies, and a penalising tariff for all enemies. This, of course, will involve a departure from the Free Trade policy upon which our prosperity has been built up. But after pooling their financial resources for the purposes of the war, it seems a natural corollary for the Allies to arrange a Zollverein amongst themselves. In this connection it is instructive to recall that the combined trade of France, Russia, Italy, Belgium and Japan in 1913 was valued approximately at one thousand five hundred millions sterling, or about one hundred millions more than that of Germany, Austria-Hungary and Turkey. The imports from the United Kingdom amounted to one hundred millions and fifty-three millions sterling, respectively, while the exports to the United Kingdom were worth one hundred and twenty-five millions and ninety-three millions, respectively. It will thus be seen that while Great Britain will be making a great sacrifice if she should decide upon the absolute prohibition of enemy trade for a specified period, as a section of the British Cabinet urges, there is the prospect of countervailing advantages from greater freedom of entry to the markets of our Allies. Nor must we overlook the effect of the proposed change in unifying and consolidating the British Empire. Before the war the Empire's trade was valued at upwards of two thousand millions sterling, and of this total no less than 73.5 per cent. was foreign and only 26.5 per cent. inter-Imperial. There is obviously considerable room for improvement here. If the United States of America should decide to join the commercial alliance as a protest against German affronts, the outlook for the enemy would be gloomy indeed. The only important markets left open to German trade would be those of China and South America. In any event, the struggle for the trade of China is certain to be very severe.

The Court of Appeal was adjourned yesterday afternoon in order that Sir Haviland de Saumarez might meet Mr. Skinner Turner, the newly-appointed assistant judge of Shanghai, who was passing through the Colony on his way from Bangkok to the Northern port.

The Hongkong, Canton and Macao Steamboat Co., Ltd., advise us that, to suit the convenience of travellers visiting Macao on the occasion of the Procession of the Cross at Macao on Sunday next, the departure of their s.s. *Tai-shan* will be delayed till 7 p.m.

A thief who stole four pieces of zinc piping from a house in Bonham Road was yesterday sent to prison for a month by the Magistrate. Inspector P. O'Sullivan said that the house from which the zinc was stolen was formerly called Greenmount, and the property really belonged to Germans. The place was formerly a German Mission. There were several Chinese living there now. Defendant was in such a hurry to get away that he fell from a wall, sprained his ankle badly, and severely cut his head.

The many friends of Miss Phoebe May will be glad to learn that she has recovered from her recent indisposition, which reluctantly compelled her to relinquish her part at the last moment, and they may look forward to seeing her as Eulalia in the third and final performance of "The Angel in the House" next Saturday. There are still a number of seats available for this performance, and those who wish to become better acquainted with the sparkling dialogue of the play, a great portion of which it is not possible to appreciate at one hearing, are advised to book without delay.

"I do not know who is telling the truth," said Inspector O'Sullivan in commenting on the different stories of an Indian policeman and a number of Chinese whose statements supported that of a man arrested by the constable. The Indian said the defendant was obstructing the footpath by weighing sugar, but the others said he was weighing it in the shop. Sergeant Davitt and himself went to the spot, and could find no trace of sugar having been weighed on the footpath. He would like the Magistrate to try the case, and if the Indian was telling lies he would report him. The case was adjourned.

FATAL MOTOR ACCIDENT.
CHINESE DRIVER COMMITTED FOR TRIAL.
A Chinese motor-car driver, employed by the Dragon Garage, was yesterday committed for trial by Mr. F. A. Hazeland on the charge of manslaughter. The defendant's car, which was conveying two European passengers, knocked down a Chinese at Causeway Bay.

The defendant, in the witness-box, said the man was walking in the middle of the road, and, although he repeatedly sounded his horn, took no notice of the car until it was quite close to him, when he ran across to the right, instead of the left, and was hit by the car.
Mr. C. Lauritsen, the employer of defendant, said it was the rule of the road that an overtaking car should pass on the right. In the circumstances of this case he thought the driver was perfectly justified in passing on which side he thought to be safest. He could not have passed on the left side, as there was insufficient room.
Another chauffeur deposed that defendant was a skilful driver, and had driven in Shanghai for several years without having an accident.
His worship, committing defendant for trial, said:—I am satisfied on the evidence that the action of the defendant in attempting to clear the deceased without satisfying himself that he could pass with safety constituted a reckless act, amounting, in my opinion, to criminal negligence. I propose therefore to commit the defendant for trial on the charge of manslaughter.

THE CIGARETTE QUESTION.
The arrival of "GOLD BAND" Cigarettes has set an entirely new standard of Virginia Excellence. This brand will have the immediate and unanimous seal of success stamped upon it by all discriminating smokers who have been longing for a Cigarette which is "just right."
Do not smoke another Cigarette until you have tried "GOLD BAND." It is really good.
An absolutely British product manufactured by the WESTMINSTER TOBACCO Co., Ltd., London. [Advt.] [383]

THE WAR.

NEW PHASE OF VERDUN BATTLE

GERMANS MULTIPLY ATTACKS WEST OF MEUSE.

WORK OF FLEET REVIEWED.

MR. CHURCHILL CAUSES A STIR.

LUCK OF THE "MOEWE."

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

UNIMPORTANT GERMAN GAIN. ENEMY CHANGES TACTICS.

PARIS, March 7th.
2.45 p.m.

A semi-official statement says the enemy's gain at Forges is only 100 yards. This gives him no advantage, as the French hold firmly the dominating position of Cote de Loie.

The German operations in Champagne were local and unsuccessful. They were prompted by the enemy's fear of the French massing troops at Verdun.

The newspapers point out that the second battle of Verdun has been characterised by spasmodic attacks, vastly different from the tremendous uninterrupted storm of the first battle. The German troops are no longer the same. They now consist of youths who are inclined to waver.

GERMANS PUSH FORWARD. HEAVY LOSSES INFLICTED BY FRENCH GUNS.

PARIS, March 7th.
3.30 p.m.

To-day's communiqué says:—An intense bombardment enabled the Germans to progress on the west bank of the Meuse along the railway line in the neighbourhood of Regneville. Simultaneously, a German Division attacked and captured Hill 265, which is about a mile south-east of Forges, despite heavy losses inflicted by the French artillery and machine-guns.

The French hold the village of Bethincourt, the clumps eastward of Corbeaux and Cumieres Woods, and the upper part of the ridge.

Eastward of the Meuse, in the region of Bois Haudemont, and also in Woivre the artillery struggle continued with intensity.

During the night the French again bombarded the German positions in Argonne, and repulsed Germans who attempted to occupy a mine crater.

ENEMY MULTIPLIES INFANTRY ATTACKS. FRESNES CAPTURED.

PARIS, March 8th.
1.35 a.m.

The evening communiqué is received in London in incomplete form, probably owing to a storm and interruption of the cables. It says:—West of the Meuse the bombardment by heavy guns continued intensely. The enemy in the course of the day multiplied his infantry attacks.

The following addition has been received:—Between Bethincourt and the Meuse these attacks were repulsed, except in the Crows Wood sector, where the enemy gained a footing.

The Germans east of the Meuse, as the result of a violent artillery bombardment in the region of Haudemont Wood, penetrated a redoubt, whence a counter-attack immediately ejected them.

The Germans in Woivre occupied the village of Fresnes after a fight in which they lost heavily.

The French bombarded cantonnements east of Muhlback and trenches at Wattwiller, in the Vosges.

A German aeroplane was brought down in Argonne, and the two airmen, who were wounded, were captured.

[THROUGH REUTER'S AGENCY.]

BATTLE ENTERS NEW PHASE. FRENCH RESISTING DESPERATE ASSAULTS.

PARIS, March 8th.
5.50 a.m.

The battle has entered on a new phase, with the Germans abandoning the costly attacks on Donauumont, and letting loose their infantry west of the Meuse. It is still doubtful whether the Germans will confine the action to reducing a troublesome salient or whether they are beginning a concerted action by the wings.

The French have been expecting an offensive on the west of the Meuse and are fully prepared. The region is favourable to German attacks, as the Meuse Valley is flooded. Hence the abandonment of Forges, which is at the bottom of the valley and only held outposts, and Hill 265. The French are now solidly entrenched at the Mort Homme position, which is resisting desperate assaults.

BERLIN CLAIMS.

HEAVY FALLS IN GERMAN EXCHANGE.

LONDON, March 7th.
1.30 p.m.

A Berlin communiqué states that it is more quiet at Verdun. Nevertheless, the communiqué makes a dubious claim of 900 prisoners in minor engagements.

Neutral opinion of the German prospects is reflected in the heavy falls in the German exchange in Switzerland, Denmark and Holland.

MORE ENEMY CLAIMS.

AMSTERDAM, March 7th.
8.50 p.m.

A Berlin communiqué claims a hundred prisoners in Champagne, and 300 at Fresnes, part of which was captured. The communiqué only mentions artillery activity west of the Meuse.

AUSTRALIANS AT VERDUN.

SIEGE BRIGADE ENGAGED.

MELBOURNE, March 8th.

Speaking at a crowded and enthusiastic meeting at the Town Hall, demonstrating sympathy with and admiration of the French in the defence of Verdun, Mr. Pearce, Minister of Defence, announced that an Australian Siege Brigade was fighting there, and that a large sum had been subscribed to the French Red Cross.

ENEMY BOMBING ATTACKS REPULSED.

LONDON, March 7th.

A British communiqué says:—The day has been quiet, except in the neighbourhood of the Hohenzollern Redoubt, where the enemy made three unsuccessful bombing attacks. In the morning he exploded a mine in the same place, but we command the crater.

There has been much activity with trench-mortars, grenades, and artillery fire between Hohenzollern and Loos.

DIED AT THE FRONT.

LONDON, March 8th.

Lord Desmond Fitzgerald has died in France. Lieut.-Colonel C. Davidson-Houston, previously reported missing, is unofficially reported killed.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

WORK OF THE GRAND FLEET.

FIRST LORD DEALS WITH BIG FIGURES.

LONDON, March 7th.

In the House of Commons Mr. Balfour (First Lord of the Admiralty), introducing the Naval Estimates, dwelt on the international work of the British Fleet and the present Board, and said they directly continued the work of their predecessors, including shipbuilding activities. He emphasised that Mr. Churchill was completely justified in saying that the Fleet he had prepared was adequate for the task of maintaining the command of the seas, and paid a tribute to the Admiralty in clearing the seas of German cruisers.

Mr. Balfour emphasised the magnitude of the task since the Mediterranean operations, especially with the appearance of German submarines there.

The Navy had transported about 4,000,000 combatants, 1,000,000 horses, tons of stores, and 27,000,000 gallons of oil. They might view with satisfaction the achievement of this task, especially considering the new dangers to be faced.

He also eulogised the work of the Committee of Imperial Defence.

PROTECTING LIBERTIES OF WORLD.

The Navy was protecting the liberties of the world. It had expanded enormously, and the tonnage under the White Ensign, including auxiliary cruisers, had been increased by 1,000,000 tons since the outbreak of the war.

Mr. Balfour paid a tribute to Mr. Churchill's work in connection with the Naval Air Service, which had grown tenfold. The Navy always requires a special Air Service, and none could say what the future relations of Zeppelins and aeroplanes would be. Both were improving, but the latter were the faster.

He considered that airships were very desirable for Naval scouting. We were developing these, but the difficulty was to find accommodation.

WARSHIP BUILDING.

Warship-building in the past 18 months was unprecedented. The Dreadnought battleships, Dreadnought cruisers, light cruisers, destroyers, and submarines and patrol-boats had been greatly augmented, and had suffered no check. The same could be said of guns, stores, and munitions. We were not replacing armoured cruisers.

The Naval Division, which had covered itself with glory in Gallipoli, would be kept at its full strength of six battalions.

The health and discipline of the Grand Fleet left absolutely nothing to be desired. (Cheers.) He paid a tribute to the Navy's enterprise, courage, and skill, and also to the work of submarines in the Sea of Marmora and in the Baltic Sea. (Cheers.) The mine-sweepers and trawlers—(Cheers)—facing unexpected peril, never seemed to fail. (Cheers.) He tendered, amid loud cheers, thanks for the bravery of the mercantile marine.

Mr. Balfour concluded that Admiral Sir John Jellicoe and the other Admirals had shown themselves worthy of their immense responsibility. (Cheers.) There was the free exchange of tidings, and everything had worked most smoothly between the Admiralty and the Admirals. He did not think there was the slightest justification for certain subacid pessimism. The world had come to recognise that the basis of the Allies was the British Fleet. He could not understand anyone who was confident in 1914 being anxious in 1916.

MR. CHURCHILL CAUSES A STIR.

Mr. Winston Churchill (now Lieut.-Colonel commanding a Battalion at the Front) affirmed that we must not assume that the German Fleet would be content to lie impotent in the derided Kiel Canal. He created a stir by asking if the timetable of the ship-building programme of the previous Board was being kept. There must be no limit on labour where the Fleet was concerned. Vital units must be the first charge of our labour resources. He urged Mr. Balfour to fortify himself and vitalise and animate the Board by recalling Lord Fisher.

[THROUGH REUTER'S AGENCY.]

NAVAL MEN'S CRITICISMS.

Commander Carlyon Bellairs, R.N. (retired) said it was intolerable that anyone in a high position like Mr. Churchill should be trying to interfere with the Government.

Admiral Sir Hedworth Meux, in a maiden speech, said the appointment of Admiral Lord Fisher to the War Council would cause consternation in the Navy. The reason of the intrigues on behalf of Lord Fisher was because the Admiralty was working to the satisfaction of the Navy and not advertising. He reminded Mr. Churchill that a rolling stone did not gather moss. He wished Mr. Churchill success in France, and hoped he would stay there.

THE "MOEWE'S" LUCK.

ELUDES PATROLS OUT AND HOME.

LONDON, March 7th.

In the House of Commons, Mr. Balfour announced that the *Moewe* eluded our patrols going out and succeeded in getting back round North-Iceland. The beflagging of Berlin for the *Moewe* showed that the enemy's standard of achievement was not high.

DUTCH STEAMER FIRED ON.

AMSTERDAM, March 7th.

The Dutch steamer *Bandong*, proceeding to Holland from India, was fired on in the Mediterranean without warning. The lifeboats were damaged.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

MILITARY IMPORTANCE OF VALONA.

HEAVY ITALIAN REINFORCEMENTS.

ROME, March 7th.

A semi-official statement says that Lieut.-General Piacentini has been appointed Commander of a special Italian Corps in Albania. The appointment of a General of such high rank and the dispatch of several Divisions to Albania are consistent with the great military importance of our holding Valona.

THE GREEK CABINET.

ATHENS, March 7th.

The Government newspapers deny the reported impending re-construction of the Skouloudis Cabinet.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ACTIVITY AT CONSTAN- TINOPLE.

FULL OF GERMAN SOLDIERS.

LONDON, March 8th.

A Salonika telegram states that Constantinople is full of German soldiers, of whom fresh contingents are continually arriving, besides large quantities of heavy guns, munitions, motor vehicles, coal and flour, from Bulgaria. New and heavy guns have been placed on board the *Goeben* and *Hamidieh*.

CAPTOR OF ERZERUM DECORATED.

PETROGRAD, March 7th.

The Tsar has conferred the Order of St. George on General Yudenitch, the captor of Erzerum.

LORD DERBY AND MARRIED MEN.

LONDON, March 7th.

Lord Derby, speaking at Manchester, said the married men had been called up long before he expected, but he was sure they would respond patriotically. He did not doubt that they would secure sufficient men for the Army, which was composed mainly of single men.

AUSTRALIAN PREMIER IN ENGLAND.

LONDON, March 7th.

The Australian Premier, Mr. T. Hughes, has arrived at Liverpool.

Interviewed, he said he had come to exchange views with the Imperial Government regarding the war. Australians would use every ounce of energy to assist toward victory, not only on the battle-field, but in commerce and industry. He hoped Australia would enlist 300,000 by June. He desired to visit the Western Front.

[THROUGH REUTER'S AGENCY.]

AIR RAID ON ENGLAND. NINETY BOMBS DROPPED INDISCRIMINATELY.

LONDON, March 7th.

At least 90 were bombs dropped by the three Zeppelins which raided England on the 6th. They were dropped apparently indiscriminately, in rural districts. Possibly owing to the rough weather, the Zeppelins were uncertain of their whereabouts and were anxious to get rid of the bombs before escaping under cover of the night. There was no military damage of any description, and the casualties were entirely confined to civilians. One of the injured persons has since died.

VISIT IN SNOWSTORM.

LONDON, March 8th.

Much surprise was felt at the visit of the Zeppelins, as it was snowing at the time. The arrangements where warnings were given worked smoothly, and the lights were extinguished without the slightest alarm. Both incendiary and explosive bombs were dropped. A block of workmen's buildings was demolished, and a woman and her four children killed, the husband being taken to hospital. A non-agrarian pensioner was incinerated in his bed.

GERMAN OFFICIAL ACCOUNT.

AMSTERDAM, March 8th.

The German official account of the air raid says:—Some Naval airships abundantly bombarded the Naval base of Hull. Good results were observed. The airships were vigorously bombarded, but returned safely.

BRITISH TRADE FIGURES.

EXPORTS INCREASE BY MORE THAN £10,000,000.

LONDON, March 7th.

The Board of Trade figures for February show that the increases in imports amounted to £2,147,771, and in exports to £10,158,845. The principal increases in imports were in grain and flour, £1,455,517; and the principal increase in exports was in cotton, £2,448,890.

PRESIDENT WILSON'S TRIUMPH.

REPRESENTATIVES AND PRO- GERMAN RESOLUTION.

WASHINGTON, March 8th.

The House of Representatives, by 276 votes to 143, indefinitely shelved the resolution of Mr. McMeekin, which is similar to that brought forward by Mr. Gore in the Senate, warning Americans not to travel on armed merchantmen. The figures, showing the increased strength of President Wilson's supporters, were received in great excitement with cheering.

COLONEL HOUSE'S MISSION.

WASHINGTON, March 8th.

Colonel House has conferred with President Wilson on the results of his mission to Europe.

LAND SETTLEMENT FOR SERVICE MEN.

LONDON, March 8th.

In the House of Commons Mr. Bonar Law said he was approaching the Premier of Canada and Australia with a view to a comprehensive scheme of land settlement for ex-soldiers and ex-sailors.

TURKS ATTACKED NEAR ADEN.

LONDON, March 7th.

In the House of Commons Mr. Chamberlain said the situation at Aden was unchanged. A small column inflicted casualties on the Turks on the 24th February.

Mr. Chamberlain said that he expected to receive from the Raj shortly a report covering all recent minor operations on the North-West Frontier and elsewhere, including Aden, on receipt of which he would consider the question of publication.

RUSSIAN MINISTER TO JAPAN RECALLED.

PETROGRAD, March 7th.

The Russian Ambassador to Japan has been recalled owing to his health.

LORD CURZON'S MISFORTUNE

LONDON, March 7th.

Lord Curzon has broken an arm.

[THROUGH REUTER'S AGENCY.]

"NELLORE" ON FIRE.

PASSENGERS AND MAILS LANDED.

LONDON, March 8th.

Lloyd's agent at Malta reports that the P. & O. steamer *Nellore*, from Yokohama to London, is ashore in the main hold. Tugs are assisting. Passengers and mails have been landed.

[The *Nellore's* passenger-list included the following from Hongkong and the Far East:—Mr. Leonard Corner, Mr. G. E. Brockett, Mr. H. Parsons, Mrs. C. and Miss Florence Tucker, Mr. and Mrs. F. H. Williams, Mr. F. Harris, Mr. H. Jenkins, Mr. G. B. Davies, Mr. C. S. Page, Mr. A. Ellis, Mr. W. Booth, Mr. B. Shackleton, Mr. G. T. Kubit, Mr. and Mrs. P. B. Parker, Miss Blagg, Mr. B. Muzzi, Mr. and Mrs. G. D. Spoor, and Mr. C. Woldring.]

SPANISH MAIL LINER DISASTER.

LONDON, March 7th.

The disaster to the Spanish mail liner *Princesa de Asturias* occurred in a fog. The vessel sank in five minutes. A few officials were among the 400 drowned. Details are lacking.

RUPEE LEGAL TENDER OF EGYPT.

CAIRO, March 7th.

A Decree by the Sultan makes the rupee the legal tender of Egypt till further notice.

KING AND THE WOUNDED.

LONDON, March 8th.

His Majesty the King has invited 2,000 wounded soldiers to tea.

RE-CAPTURE OF SUIFU.

REBELS SEVERELY PUNISHED.

PEKING, March 7th.

The Government troops have re-captured Suifu as the result of fierce fighting, in which the rebels suffered heavily.

It is reported from Yunnanfu that alarm has been caused by the advance of the Szechuan troops, who have already entered Yunnan, where troops from Kwangsi and Kwangtung have occupied Poyai.

AUSTRIA'S STRENGTH.

FRENCH WAR OFFICE ESTIMATE.

The French War Office gives me some particulars of the probable strength of the Austro-Hungarian forces (writes the Paris correspondent of *The Daily Telegraph*). The figures are only approximate, as, unlike the German Government, the Austro-Hungarian Government has not published official lists of losses. The total number of men available for military service in the Austro-Hungarian Empire is estimated at 8,450,000. This figure is computed as follows:—

Now at the front	2,220,000
Official losses at the rate	
180,000 men a month for	
18 months of war	2,880,000
Men employed on necessary work	
in the country	500,000
Men abroad unable to return to	
Austria-Hungary	200,000
Wounded men who may be expected	
to return fit	250,000
Wounded men now cured remaining	
provisionally in depôts	150,000
1917 recruits now training	250,000
	6,450,000

The estimate of losses above is calculated as follows: The Austro-Hungarian prisoners taken by the Russians and also by the Serbs reach at least 1,000,000 men, which works out at more than 80,000 per month. There remains, therefore, an estimate of 180,000 men per month killed or permanently maimed. The above figures represent the present strength of the Austro-Hungarian army.

What supplies of men can be drawn upon in the future? This month Landsturm men of from 43 to 50 are being called up. Secondly, a new law has extended the military age to 55 years. Finally, the 1918 contingent will probably be called up next spring. We have therefore:—

Total of Landsturm men 43 to	
50, estimated at	500,000
Landsturm men 50 to 55, estimated	
at	250,000
1918 contingent	200,000
	950,000

To this figure must be added: (1) Wounded men who will return fit, (2) Wounded men now cured, and (3) 1917 contingent, three categories forming a total of 650,000 men. The grand total of the available fresh strength in men of the Austro-Hungarian Empire is thus finally estimated by the French War Office at 1,600,000. This, it is added, is stretching probabilities to the extreme possible limit in favour of Austria-Hungary.

Obviously over half the men thus included will be useless for fighting purposes. Austria-Hungary has reached the extreme limit of her resources in men, and has already resorted to measures, unattempted in any other country, for instance, calling up at 55 years of age of men who have never served, and also calling up the 1918 contingent. These are desperate measures.

LORD ROSEBERRY EMPHASISES
THE NEED FOR THRIFT.FREE TRADE MUST BE
RECONSIDERED.

Lord Roseberry was entertained at luncheon in Edinburgh on January 20 by the Edinburgh Rotary Club of business men, and spoke on the subject of the war and its outcome. He emphasised the need for thrift and said that the Government and Parliament should set the example.

Lord Roseberry said:—No one can predict what will be the condition of things after this hateful war is concluded, but one thing is certain, that there will be vast new avenues of trade opened by which our people should be prepared by forethought and preparation long before-hand to take the fullest advantage.

I see in some discussions people talk of the necessity of Government assistance to promote any such objects as those which I have indicated. I would ask this company men emphatically to form their own schemes, but not to rely on help from the Government. And the reason is perfectly simple. At the rate at which we are spending money to-day, however the war may end—and, of course, it can only end in one way—it will leave us gravely crippled, half-paralysed financially for long years to come, and our enemies, I hope, utterly ruined, for unless Prussian Germany is utterly ruined nothing has been gained by this war, and there is no hope for Christianity or true civilisation for long generations to come. We shall be exhausted, we shall be victorious, but almost bleeding to death, because at the rate of 1,600 millions a year of expenditure it is quite obvious that we must be saddled with a debt such as the world has never seen and with taxation which I trust the world is not likely to see again. In these circumstances could you expect any material help from the Government? I think it would be vain.

QUESTION OF TARIFFS.

Lord Roseberry went on to say that there were two points on which we should be prepared to disregard preconceived opinions. One was the question of tariffs, as to which we should have to reconsider many of our previous formulas, and the other was the anti-quity of the Foreign Office to Consular agents engaging in promoting the commerce of particular firms in foreign countries. Another point he urged was the need for thrift. Last year, speaking in Edinburgh, he had ventured to say the first, second, and third duty of local bodies must be economy, and that thrift must prevail in every department of the Government and the nation if we were to husband our full resources for the war.

He continued:—My words fell completely dead, and I was not till a few months afterwards that the Government strode into the arena and recommended that thrift should be practised. The first point for Parliament and the Government when it enjoin thrift is to set the example. Parliament, I understand, has cut off its supply of quill pens, and restricted itself to minor articles of stationery. If that economy we expect to bring the balance of expenditure of five or six millions a day we are a more sanguine nation than is generally supposed.

Then they appointed a Retrenchment Committee. Its first report, which was not a considerable or impressive effort, appeared in the middle of September. After that we heard that it had not met for three or four months owing to the occupation of the Chancellor of the Exchequer, who was chairman of the committee. Why, they could have got the nearest crossing sweeper to occupy the chair and carry on the work of the committee, and so long as he held his tongue the committee could have done its work.

One other feature is to be noticed. The predominant partner—by which, of course, I mean Ireland—has deliberately shut itself out from the field of operations of the Retrenchment Committee, which is a little disheartening, because it is notorious that the best field for economy in the United Kingdom is Ireland, with its numerous boards and its highly-paid officials. I suppose the Retrenchment Committee will have to scrape a few flints in poor old Scotland and make its savings here.

THE PINS' POINT OF VIEW.

Lord Roseberry referred to the scandal in the purchase of horses for the army, and suggested the appointment of a corps of surprise inspectors for the spending departments. He proceeded:—But after all there is only one subject that is in all our minds, which blackens every day from morning until evening, which occupies our thoughts in business and in pleasure at the back of our minds—that is the great war. I do not think that our present war aspect is particularly encouraging from what I may call the pins' point of view—the pins fixed in the map which show the advance or retreat of our troops. Our diplomacy has certainly not judging by the fruits, been particularly successful. Diplomacy in this war and on most other occasions depends in the last resort on force, and where diplomacy might have been exercised successfully, perhaps, when the Russians were advancing, it was not possible perhaps for it to make any great triumph when the Russians were retreating. The history of our diplomacy we shall never know until after the war. But I, for one, have full confidence that all that could have been done was done by Sir Edward Grey, and if what was done has not justified our expectations, at any rate he is not to blame.

There is another point, he continued, which those who look at the pins on the map gloomily should remember. It is that we are too apt to look on our own deficiencies, and do not sufficiently regard the disabilities of our enemy. I think it is quite clear from all reports that Prussia must be approaching the stage nearly of exhaustion. You remember the old torture in which a man was between two planks and was gradually drawn tighter till he was squeezed to death. That seems to be the approaching position of Germany. She has the impregnable wall of the British and French on the one flank, and on the other there is the approaching torrent of innumerable Russians. Between these planks she must, I think, at no long date be crushed.

CENSORING THE MAILS.
COPPER, RUBBER AND GOLD BY
LETTER POST.

Lord Robert Cecil has granted to the London correspondent of the *Nieuwe Rotterdamse Courant* an interview, with the special object of discussing the differences which at the present moment exist between the British and Dutch Governments as a consequence of our examination and censorship of the mails on board Dutch vessels. A translation of the *Nieuwe Rotterdamse Courant's* leading article of January 11 served as a basis for the conversation, for a summary of which we are indebted to the courtesy of the above-named journal. In that article exception was taken to Sir E. Grey's statement in the House of Commons, that the British authorities have a perfect right to examine and censor the mails as soon as they pass into British territorial waters.

"The inviolability of the mail," said the *Nieuwe Rotterdamse Courant*, "under the eleventh Hague Convention is absolute; it does not distinguish between the high seas and the territory of a belligerent State. The British interpretation—so much is clear—renders the treaty null and void. It has been made according to the French Government, in his report to the Conference of 1907—to give 'routes satisfactions aux belligerents, incontestables du commerce.' What remains of that if a belligerent cruiser only has to take the neutral merchantman into the territorial waters to make the inviolability cease? And what remains of that for mail-boats, whose route runs through belligerent territory or of belligerent ports?"

TEXT OF THE CONVENTION.

Lord Robert Cecil, expanding the British case, began by observing that it is difficult to maintain the assertion that the eleventh convention does not distinguish between the high seas and the territory of a belligerent State in the face of the text of the convention, the first article of which reads as follows:

"The postal correspondence of neutrals or belligerents, whatever its official or private character, found on board a neutral or enemy ship on the high seas (en mer) is inviolable. If the ship is detained the correspondence is forwarded by the captor with the least possible delay."

"The provisions of the preceding paragraph do not, in case of violation of blockade, apply to correspondence proceeding to or from a blockaded port." Leaving aside the concluding words, which it might well be argued, prevent the application of the article to mails going to or coming from Germany, the words "on mer" must, at least this is the British contention, certainly be interpreted as meaning "on the high seas"; and this is by no means an interpretation *ad hoc*, for Lord Robert showed us that the English translation in the official Blue Book published at the time rendered "en mer" by "on the high seas."

This, of course, says our correspondent, does not dispose of the difficulty. As the *Nieuwe Rotterdamse Courant* article puts it, "if a belligerent cruiser only had to take the neutral merchantman into belligerent water territory to make the inviolability cease, or for mail-boats, whose route runs through belligerent territory or over belligerent ports." Little remains of the inviolability of the mails.

THE BRITISH MINFIELD.

The British Government, Lord Robert told me, would never think of contending that postal correspondence found on a boat which had been taken into territorial waters by a British cruiser was not entitled to the same rights as those conferred by the eleventh Hague Convention on postal correspondence found "en mer" or "on the high seas." But this is not what happens. Some of the mail-boats used to call at British ports before the war; others do so now. They are compelled to do so by the position of the British minfield. It is said from our side, "Not so," the British Government reply; "they come of their free will. They need not come there at all; they might go round the north of Scotland."

But, apart from all this, there is another ground on which the British authorities, said Lord Robert Cecil, would be justified in taking the action they do take. The eleventh Hague Convention was meant to give protection to correspondence—"correspondence postale" are the words used. It cannot and was never intended to apply to the transport of goods, and especially contraband goods. The parcel post, therefore, is not included in the protection, whatever it may be, which Article I. confers on correspondence. This was expressly stated by Herr Kriege in his explanation of the German proposal, which has become the present Article (1)—an explanation on the faith of which the article was accepted.

BY LETTER POST.

But contraband goods are not only sent by parcel post; the letter post is made to carry them. Lord Robert showed me a small parcel, addressed by a South American merchant to a Hamburg house, taken out of the letter bags of a neutral (not a Dutch) vessel. It contained rubber, and pretended to be a "sample." Hundreds of such samples," sent by the same merchant to the same firm, were found in those same bags. If abuses of that kind were to be tolerated the control of the British Navy could be rendered illusory, and it would only become a matter of money if it was sought to escape the blockade and claim to protection of The Hague Convention.

Not only rubber, even copper has been found in letter bags; and in outgoing mails valuable German property—jewellery, furs—with which the Germans try to redress their money-rate. If this were allowed to go on it would—Lord Robert here employed a metaphor which ought to appeal to Dutchmen—be like neglecting the first water streamlets over the dyke; after a while the dyke would be burst and the influx of water irresistible.

All this goes certainly to show that the British Government may be sincerely convinced of the legality of its action; and under the circumstances the suggestion made in the leading article in the *Nieuwe Rotterdamse Courant*, that the matter should be submitted to arbitration, appears all the more to commend itself. Lord Robert Cecil, however, expressed no opinion on that point.

ENVER PASHA ON THE WAR.
AMAZING INTERVIEW.

The *Echo de Paris* published at the end of January the following remarkable interview with Enver Pasha, obtained by Señor Ibanez de Ibero, the Spanish journalist, who, as will be remembered, saved Colonel Napier's confidential papers when that officer was captured in the Adriatic by an enemy submarine.

"The aide-de-camp who introduces me makes one recommendation. 'Do not stop more than ten minutes. His Excellency is overburdened with work.' I am ushered into a large room, with maps on easels, and on one wall an oil painting of the Sultan. Just beneath the portrait is a man busy writing at a table. He looks up with a scrutinising gaze. The man is Enver Pasha, the master of Turkey. He wears a general's khaki dress uniform and an astrakhan cap. Enver Pasha does not look much more than 30; he is a small man, but with a good figure, and regular, almost delicate features. He gives one the idea, as it were, of both a manly and an effeminate man. The chief trait in his character is his desire that one should go away with a deep impression of his power, for he is a man of inordinate pride. Naturally luxurious, pride and ambition have made him hardworking, and he soon succeeded in a country so deeply steeped in laziness that a man of action has but to make his will felt in order to be master."

"My first question was about the military situation in the Balkans. 'It is in our favour,' answered Enver Pasha. 'The German army advances; the Serbs must retire to Albania under great difficulties. They will have to abandon their artillery, and will be pursued by the Bulgars right into Albania.'"

"What is your opinion of the operations of the Entente troops in Macedonia?"

"The Anglo-French are too late in the day. They will henceforth do nothing."

"What will happen if the Anglo-French forces retire into Greek territory?"

"In that case they will be pursued by the Germans and the Bulgars. There will be only two alternatives. Greece will either take arms against us or will disarm the Franco-English troops. The second alternative is the more likely. It is highly improbable that the Greek Government will venture to wage war against the Central Empire."

DARDANIELLES EXPEDITION.

"What about the Dardanelles?"

"The Dardanelles expedition was a bad blunder on the part of the Entente. Considerable troops were sent, there precisely at the moment when they were most wanted on the West front, at a time when it really was feasible for the Entente to break through the German lines in France and in Belgium. The Dardanelles campaign enabled us to render signal service to our German allies. We were then cut off from the rest of Europe, but we were thus able to hold up enemy forces in Gallipoli."

"Do you think that France and England will withdraw their forces from the Dardanelles?"

"For our part, we want them to stay there."

"What does the new Italian offensive amount to?"

"Frankly, I do not believe the Italian army will gain many successes. You know that I fought against the Italians in Cyrenaica, and was able to hold them with far inferior forces."

"The interview had lasted already half an hour, and, remembering the aide-de-camp's recommendation, I was about to take leave when Enver Pasha motioned me to remain, and I continued my questions."

"What is your opinion, Excellency, of the state of operations in France?"

"I believe that France has made her maximum effort. Once the Balkan campaign is over, the German armies will undertake vast operations on the western front, from which we hope great results."

"What is your opinion of the Russian army?"

"The Russian army will require at least three years before it can resume the offensive. Russia has a vast store of men, but what is wanted now is not men, but soldiers."

"It is believed that as soon as German troops reach Constantinople you will begin the campaign against Egypt, and then India."

"We are not waiting for German troops. We have troops enough of our own. We do not require even German officers. What we lack is armament and munitions, but all that will be sent us."

INDIA AND EGYPT.

"Moreover, we will undertake the expeditions against Egypt and India not successively, as you seem to imagine, but simultaneously. The expedition against India will not require a large force; 100,000 men will suffice. Afghanistan is at present a centre of ferment against the English. We have Ottoman officers out there who are skilfully fomenting agitation. With the agents we have out there, and with the moderate army which I will send out shortly, we hope to achieve our purpose."

"The main object of the Egyptian campaign is said to be the occupation of the Suez Canal by Ottoman forces, which would thus cut off Great Britain from the route to India."

"Our purpose is not exactly that which you describe. Above all, we propose to seize a rich and profitable British Colony. Of course, the capture of the Suez Canal will be of the highest importance to us, but England will always be able to use the Cape of Good Hope route. If our purpose merely were to close the short India and Indo-China route to England and France, we would be satisfied merely to occupy both banks of the Canal strongly. But the intention of the Ottoman army is to drive out the English from the whole of Egypt."

"Some experts hold that this war will last another two or three years. Others believe that it will be over much sooner owing to the enormous waste of men. May I ask your opinion?"

MIDDLE-CLASS ANXIETY IN
GERMANY.VON HINDENBURG'S STRIKING
APPEAL.

A very interesting and significant letter from Field-Marshal von Hindenburg to the German Imperial Chancellor and other Ministers of State is published in the *Deutsche Tageszeitung*—the organ of the Agrarian Party—in its issue of January 23. The letter first appeared in the newspaper issued by the 10th Army. In republishing it we would add this word of caution—that such a document could not be published in Germany without the Government's sanction; and therefore some official purpose, however obscure to English eyes, must be served by what appears to be a striking confession of economic weakness.

The letter is as follows:

"A retired County Court official, named Finhold, has written to me from Bensberg begging me to support the efforts he is making to alleviate the anxiety of the men in the field concerning their families, who are having such a hard struggle at home. Finhold's endeavours are in the interest mainly of the industrial middle class, the small shopkeepers, artisans, and tradesmen, who in times of peace make a good income, but are now in danger of losing all their property and of being reduced after the war to indigent day labourers."

Numerous requests for help and support received by the soldier in the field from these depending on them prove to me that Herr Finhold has laid bare a real wound. It is one of the results of German economic development that the small business man in particular is compelled, almost without exception, to have recourse to loans. In view of the conditions of payment and of the markets produced by the war, the wife and family have the utmost difficulty in keeping the trade or business of the husband or father going. This difficulty and constant anxiety exert a paralyzing effect on the man in the trenches, and all the more so because no prospect of help or improvement either now or after the conclusion of peace.

"It is of the utmost importance for the economic strength, and thus for the future of our country, that in such cases these definite relief should be provided. The Empire must avert the danger of a large proportion of its able and economically-independent sons returning home from the war impoverished—or falling at once into the hands of their creditors, which would mean their economic ruin, with their wives and children."

"The Army leader who has the welfare of his soldiers sincerely at heart cannot ignore such difficulties and needs. I consider it, therefore, to be my duty to draw attention to the dangers described above, and to the necessity for providing relief and the death-disincentive, courage which inspire our soldiers demand an equitable return from those at home, and especially in this domain."

"The nerve-strength of the individual man, which is the fundamental condition not only for holding out, but also for the decisive victory, cannot be maintained unless the man feels certain that those he has left at home have an assured existence, and that he can hope to continue his trade or business successfully after the war."

"The great changes in the economic life of the nation, which are even now taking place, and which will be much more pronounced after the war, must have people who are economically sound and capable of development to deal with them."

V. HINDENBURG.

"General-Field-Marshal and Commander-in-Chief of all the German Forces in the East."

"To the Imperial Chancellor, the Royal Prussian Ministry for War, the Ministry for the Interior, the Imperial Departments for Finance and Justice, and the Royal Prussian Ministries for Justice and the Interior."

TAX ON ENTERTAINMENTS.

THEATRES, KINEMAS AND THE
LIKE.

Mr. McKenna has been engaged for several weeks in planning new schemes of taxation for his Budget to be announced this month.

In principle it has been decided that theatres, music-halls, kinemas—all entertainments, in short—shall be taxed.

The exact form of this tax is not settled. There might be:

(a) A tax on tickets, probably in the form of a stamp to be affixed.

(b) Deduction of a part of the gross receipts of every entertainment.

Plan (a) would bring home the tax to every ticket-buyer. The tax might be graduated—1d. stamp on a 6d. ticket; 2d. stamp on a 1s. ticket; 5d. on a pit seat of 2s. 6d.; and so on. This is roughly the size of the tax in France.

Another suggestion under favourable consideration is a tax on railway tickets. This would check unnecessary traffic.

Many difficulties will have to be met before these new taxes can be adjusted. Mr. McKenna will confer with representatives of the interests concerned.

"The wastage of men will never stop the war. What may stop it will be general exhaustion and gradual weakening of one of the two belligerent coalitions. For my part, I do not think the war will last as long as you say."

"In your speech before the Chamber you said that you had at your disposal a strength of two million men."

"I said so then, and I repeat it emphatically now, the more so that we will soon have at our command the material means which we then lacked. We shall be able to co-operate in the great offensive which our allies will shortly undertake on the Western front. Of all the nations now at war Turkey is the only one which still possesses large reserves of men."

SHIPPING IN PORT.

Arrival, Norwegian str., 1,017, A. Arntzen, March 4th—Bangkok February 28th. Rice.—Thorsen & Co.

Anko Maru, Japanese str., 3,930, T. Ota, 1st March—Mojji 28th February, General.—Toyo Kisen Kaisha

Buzen Maru, Japanese str., 1,983, Mushimoto, 3rd March—Mojji 28th February, Coal.—Osaka Shosen Kaisha

Cherook, Chinese str., 684, W. Sinclair, 7th March—Saigon 2nd March, Rice.—Order.

Chunokong, British str., 1,311, E. Monkman, 1st March—Shanghai 28th February, General.—Butterfield & Swire.

Dagfin, Norwegian str., 897, Thorsen, March 5th—Saigon February 28th, Rice.—Thorsen & Co.

Halvard, Norwegian str., 1,066, C. Beck, March 4th—Macao, General.—Thorsen & Co.

Hanarut, American str., 2,093, K. M. Klausen, March 4th—Saigon February 28th, Rice.—Order.

Kwongshan, British str., 1,360, W. Dickard, 7th March—Shanghai 3rd March, General.—Jardine, Matheson & Co.

Loosang, British str., 1,989, W. G. G. Leach, 6th March—Manila 3rd March, General.—Jardine, Matheson & Co.

Machuan, British str., 4,276, W. P. Bevan, 4th March—Liverpool 17th January, General.—Butterfield & Swire.

Myotis Maru, Japanese str., 1,740, K. Munakata, 6th March—Wakamatsu 28th February, Coal.—Mitsui Bussan Kaisha.

Nanyo Maru, Japanese str., 1,919, K. Takamishi, March 4th—Mojji February 28th, Coal.—Mitsui Bussan Kaisha.

Salatadji, Dutch str., 1,237, J. Liberg, 28th February—Balik Papan 15th February, General.—Asiatic Petroleum Co.

Sarigaki Maru, Japanese str., 837, S. Kawamura, 29th February—Chungking Bay 28th February, Coal.—Osaka Shosen Kaisha.

Sinkian, British str., 1,616, C. C. Williams, March 6th—Shanghai March 2nd, General.—Butterfield & Swire.

Taiho Maru, Japanese str., 1,835, 3rd March—Port Arthur 28th February, Coal.—Mitsui Bussan Kaisha.

Taiwan Maru, Japanese str., 1,145, H. Sakai, 29th February—Saigon 24th February, Rice.—Dodwell & Co.

Taisang, British str., 1,555, J. T. Mathews, 6th March—Saigon 2nd March, Rice.—Jardine, Matheson & Co.

Taiyo Maru, Japanese str., T. Fumoto, 2nd March—Dairen 21st February, Coal and General.—Mitsui Bussan Kaisha.

Taming, British str., 1,368, J. H. Pennefather, 4th March—Manila 28th February, Sugar and Hemp.—Butterfield & Swire.

Takosai Maru, Japanese str., 1,943, Gillespie, 28th February—Mojji 22nd February, Coal.—Mitsui Bussan Kaisha.

Teleman, British str., 1,340, A. Frazer, 1st March—Saigon 28th February, Rice and General.—Order.

Titan, British str., 5,730, J. W. Read, 28th February—Mani 27th February, General.—Butterfield & Swire.

Uda, British str., 870, Evans, March 4th—Taketoya, February 25th—Asiatic Petroleum Co.

Waishing, British str., 1,172, Picknell, 17th February—Bangkok 7th February, General.—Jardine, Matheson & Co.

Wosang, British str., 1,297, J. M. Smith, 7th March—Yokohama 2nd March, Rice.—Jardine, Matheson & Co.

Wozowra, British str., 1,677, B. W. S. Prichard, 1st March—Saigon 28th February, Rice and General.—Order.

Yodo Maru, Japanese str., 1,350, T. Hashimoto, March 4th—Wakamatsu February 28th, Coal.—Order.

Yokohama Maru, Japanese str., 4,019, Shinobe, 7th March—Shanghai 4th March, General.—Nippon Yusen Kaisha.

FORTHCOMING EVENTS.

Saturday, 11th March.—

9.15 p.m.—"The Angel in the House," by the Hongkong Amateur Dramatic Club, in aid of Blue Cross Fund.

Wednesday, 23rd March.—

11.30 a.m.—China Sugar Refining Co. Ltd. Meeting of Shareholders.

FOR SALE.
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FOR
1916.

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Hongkong, 6th January, 1916. 120

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A French Remedy for all Irritations of the Urinary Tract, such as Catarrh of the Bladder, Stricture, Gleet, etc. It is a powerful antiseptic and disinfectant, and is the only remedy which cures the disease without causing any harm to the system. It is sold in bottles of 10 and 20 pills each.

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THERAPION

SEE THAT TRADE MARK WORD "THERAPION" IS ON EACH OF THE TWO TABLETS AND ON ALL WRAPINGS.

WEATHER REPORT.

On the 8th at 11.40 a.m.—The anti-cyclone is nearly stationary. The Indo-China depression has filled up.

Pressure has decreased slightly over Formosa and the Locoots. It has decreased moderately to slightly in all other districts.

Fresh monsoon may be expected along the coast on 4th of China, and over the N. China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast.
Hongkong & Neighbourhood	E. to N.E. winds, fresh; overcast, drizzling rain or mist.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamooka	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL
REGISTER.

1TH MARCH A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.		Weather.	
					Direction.	Force.		
Vladivostok	6 a.	—	—	—	—	—	—	
Nemuro	5 a.	29.3	—	—	WSW	3	—	
Hakodate	29.93	—	—	—	W	4	—	
Tokio	30.0	—	—	—	W	1	—	
Kobe	30.17	—	—	—	W	1	—	
Nagasaki	30.21	—	—	—	W	1	—	
Kagoshima	30.2	—	—	—	W	1	—	
Osaka	30.08	—	—	—	W	2	—	
Naha	29.97	—	—	—	W	2	—	
Shimon	29.96	—	—	—	W	2	—	
Chaofo	6 a.	—	—	—	—	—	—	
Wei-hai-wei	30.37	26	66	NE	2	b	—	
Hankow	—	—	—	—	—	—	—	
Lohang	—	—	—	—	—	—	—	
Kinkiang	—	—	—	—	—	—	—	
Changhai	—	—	—	—	—	—	—	
Shanghai	30.88	39	81	NE	1	b	—	
Grutai	30.24	40	66	NE	2	b	—	
Sharp Peak	30.11	40	66	NE	2	b	—	
Amoy	9 a.	30.0	54	NE	2	b	—	
Swatow	30.99	64	4	NE	2	b	—	
Taihooku	5 a.	30.9	96	W	2	b	—	
Taihu	30.95	69	—	NE	2	b	—	
Taiwan	4 a.	6	—	—	2	b	—	
Koshun	3 a.	64	—	B	1	b	—	
Pescadore	—	—	—	—	—	—	—	
Canton	6 a.	30.03	83	N	2	a	—	
Longkong	—	30.0	83	—	—	—	—	
Gap Rock	—	30.0	—	—	—	—	—	
Macao	4 a.	5	68	N	4	a	—	
Yachow	9 a.	—	—	—	—	—	—	
Beihow	—	—	—	—	—	—	—	
Pakhoi	—	—	—	—	—	—	—	
Phullen	6 a.	29.95	63	75	NE	4	a	—
Tourane	2 a.	2	—	—	—	—	—	
Cape St. James	30.62	72	—	—	—	—	—	
Amoy	30.2	74	—	—	—	—	—	
Amoy	30.78	74	—	—	—	—	—	
Manila	29.80	72	—	—	—	—	—	
Legaspi	29.60	72	—	—	—	—	—	
Taioban	29.80	70	—	—	—	—	—	
Iloilo	29.60	77	98	E	6	o	—	
Surigao	—	—	—	—	—	—	—	
Lubian	29.76	78	95	SW	5	b	—	

SHIPPING.

ARRIVALS.

DAIJI MARU, Japanese str., 2,952, R. Mat. sui, 8th March—Baliok Papan 1st March, General—Doddwell & Co.
CHUAN, British str., 1,337, Robertson, 8th March—Bangkok 26th February, Rice, Butterfield & Swire.
DAIJI MARU, Japanese str., 602, T. Konishi, 8th March—Swatow, March 2nd, General—O.S.K.
DAIJI MARU, Japanese str., 1,038, K. Ozawa, 8th March—Moji 2nd March, Coal—Mitsui Bussan Kaisha.
FAUBANG, British str., 1,410, H. S. Malkin, 8th March—Saigon 3rd March, Rice and General—Jardine, Matheson & Co.
HAIHONG, British str., 1,953, Evans, 8th March—Fouchow 5th March, General—Douglas Lapsack & Co.
IYO MARU, Japanese str., 3,601, K. Soyeda, 8th March—Shanghai 5th March, General—Nippon Yusen Kaisha.
KWEILIN, British str., from Canton, 8th March.
NANKIN, British str., 6,553, G. Mauley, 8th March—Shanghai 5th March, General—P. & O. S. N. Co.
OLEG, Russian str., 1,070, P. Mendon, 7th March—Hobson 5th March, General and Pigs—Order.
POLYNESIAN, French str., 3,651, Costa, 8th March—Marselles 6th February, General—Messageries Maritimes.
QUANTA, British str., 1,125, W. Shane, 8th March—Bangkok 26th February, General—Butterfield & Swire.
SINGAPORE, British str., from Canton, 8th March.
SINGAN, British str., from Canton, 8th March.
SHINYO MARU, Japanese str., 6,374, W. C. T. S. Filmer, 8th March—San Francisco 8th February, General—Toyo Kisen Kaisha.
TERRIBLE, British str., 4,521, H. T. Beck, 7th March—Singapore 2nd March, General—Butterfield & Swire.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
March 8th.

DEPARTURES.

CHILD, Danish motor-ship, for Yokohama.
DAIJI MARU, Jap. str., for Canton.
HAKARAI MARU, Jap. str., for Dairen.
KWEILIN, British str., for Saigon.
KONGSANG, British str., for Canton.
NANKIN, British str., for Singapore.
NANYO MARU, Jap. str., for Wakanaisu.
OLEG, Russian str., for Saigon.
PACIFIC, British str., for Whitt.
POLYNESIAN, French str., for Shanghai.
PROTECTOR, British str., for Singapore.
WOSANG, British str., for Canton.

PASSENGERS.

Per Iyo Maru, from Japan, Mr. K. Ito, Mr. Y. Hirooka, Mr. and Mrs. H. G. Blatchford, Mr. M. Kitayama, Mr. S. Nakamura, Mr. M. Yoshida, Mr. M. Akimori, Mr. Y. Ohi, and Mr. M. Fernandez and child, Mr. K. Murawatu, Mr. M. Hirawatu, and Mr. F. Yamada.
Per Polynesian, from Marseilles, etc. Messrs. J. W. and B. Brophy, Rev. and Mrs. D. C. Horton and 4 children, Rev. and Mrs. E. L. Lucas and 2 children, Rev. and Mrs. H. A. Walters and 2 children, Mr. and Mrs. H. Palmer, Miss M. Jaeger, Miss E. L. Clinton, Mrs. C. Linn and 3 children, Messrs. Kuni, A. Pavano, Vogelsang, Messrs. MacCann, P. Carroll, C. V. Fritz, A. L. Rat, Mr. and Mrs. Cornelius, Mr. and Mrs. Bishop, Mr. D. L. Baumgarten, Mr. E. H. Hollebaugh, Mrs. Lutus, Miss H. C. Read, Mr. D. O. Watling, Mr. L. Bonney and Rev. Lignel.
Per Shingo Maru, from San Francisco, etc. Mr. L. Anderson, Mrs. S. E. Abell, Mr. C. J. Abegg, Mr. and Mrs. H. Althouse, Mrs. M. B. Averill, four children and nurse, Mrs. J. C. Anderson, Miss N. Buckley, Capt. and Mrs. J. A. Berry and two children, Miss A. H. Burgess, Mrs. E. S. Bull, Mr. W. A. Butterfield, Mr. F. Buller, Mr. G. O. Buller, Miss E. M. Burlingame, Miss Margaret Curley, Mr. J. J. Cuyte, Mrs. A. E. Colley and two children and nurse, Miss E. M. Childs, Miss E. Dresser, Mr. W. P. Day, Mr. F. A. Douglas, Dr. L. G. Dyer, Mrs. A. Q. Emery, Miss G. C. Emery, Mr. A. H. Elliot, Mr. F. H. Forker, Mr. and Mrs. R. A. Foulks, Master Foulks, Mrs. F. J. Fay, Miss A. Fay, Mrs. A. A. Pollis, Miss M. H. Gannett, Mr. L. Gilder, Miss E. Gungoltz, Mr. R. Gonzales, Mr. L. Getz, Mrs. C. D. A. Gutierrez, Miss Gutierrez, Mrs. H. E. Green, Mr. and Mrs. J. C. Goff, Mrs. E. G. Goggin, Prof. and Mrs. N. D. Harris, Mr. J. J. Hewey, Mr. P. O. Hugman, Mr. E. L. Hawyes, Miss H. E. Helgren, Capt. and Mrs. Henry and child, Mr. and Mrs. W. C. Hogkins, Rev. and Mrs. H. Ingham, Miss Ingham, Mr. and Mrs. Imko, Mr. E. M. Kouruine, Mr. V. L. Legarda, Miss A. Larkin, Mr. and Mrs. H. A. Lampman, Lt. S. M. La Bounty, Mr. and Mrs. G. H. Mendell, Miss Mendell, Mr. C. A. Maleham, Mr. S. Morris, Mr. and Mrs. W. H. Mead, Miss Ruby Mead, Mr. J. H. O'Neill, Mr. C. S. Paine, Mr. E. E. Parsons, Lt. J. Rumbough, Mrs. J. W. Rumbough, Miss E. Rumbough, Mr. and Mrs. Rafferty, Mr. C. C. Rayner, Mr. and Mrs. S. Salvesen, Miss J. A. Salvesen, Mr. and Mrs. H. J. Schutz, Master A. W. Schutz, Mrs. E. H. Smith, Mr. and Mrs. M. L. Smith, Mr. and Mrs. H. J. Smith, Miss M. Smith, Mr. J. Smith, Mr. J. Stevens, Mr. S. B. Stout, Miss D. Steve, Mr. J. R. Calder Smith, Mr. H. T. Samuels, Mrs. L. W. Taylor, Mr. J. Torlesky, Mr. S. Uchida, Mr. and Mrs. W. J. Wells, Dr. Margaret Whiteside, Mr. and Mrs. B. B. Wilcox, Mr. and Mrs. H. P. Wood, Mrs. E. D. Whittle, Mr. E. B. Waite, Mr. G. W. Wiehle, and Mrs. H. G. Weston.

VESSLS EXPECTED.

The str. Iola from Calcutta left Singapore on 6th instant, and may be expected here on or about the 12th instant.

LATEST STEAMER MOVEMENT.

THE CANADIAN MAIL.
The str. Empress of Japan left Vancouver on Saturday, the 5th March, p.m.

VESSLS ADVERTISED AS LOADING

To ascertain the schedule of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & C.	ITO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	To-day, at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Mauley	P. & O. S. N. Co.	To-day, at 3 p.m.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H. R. Hetherington	P. & O. S. N. Co.	About 24th inst.
LONDON	KNEELAND	Brit. str.	—	—	THE BANK LINE, LONDON	On 15th Apr.
MARSHALLS VIA PORTS...	AMASONE	Brit. str.	—	—	MARSHALLS MARITIME	On 18th inst.
MAURITIUS & SOUTH AFRICAN PORTS...	MADAWASKA	Brit. str.	—	—	THE BANK LINE LTD.	On 20th inst.
DELAGO BAY, DURBAN, EAST LONDON, & C.	YOKOHAMA MARU	Jap. str.	—	Shincho	NIPPON YUSEN KAISHA	On 20th inst.
VICTORIA, B.C., & SOUTHERN VIA KANGAROO, & C.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSHUN KAISHA	On 21st inst., at 3 p.m.
VICTORIA & TACOMA VIA MANILA, & C.	ANTO MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 11th inst.
MEXICAN, PANAMA & OTHER PORTS VIA JAPAN	EGMONT OYSTER	Brit. str.	—	—	DOUGLAS & CO., LTD.	About 13th inst.
NEW YORK VIA SUEZ CANAL...	PERSEA MARU	Jap. str.	—	J. P. Jem	SHAW, TOMES & CO.	On 21st Apr., at 10.3 a.m.
SAN FRANCISCO VIA JAPAN, & C.	KARIMORE	Brit. str.	—	—	TOTO KISEN KAISHA	On 13th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, & C.	SHINYO MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 14th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, & C.	EMPEROR OF RUSSIA	Brit. str.	—	E. Dixon	CANADIAN PACIFIC O.S. Co.	On 22nd inst.
VANCOUVER VIA SHANGHAI, JAPAN, & C.	MONTAGNE	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O.S. Co.	On 26th Apr.
AUSTRALIAN PORTS VIA MANILA	TAMBO MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS VIA TIMOR	SE. ALBANS	Brit. str.	—	E. T. Fisher	OSAKA SHOSHUN KAISHA	On 14th inst., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	CHAGOSHA	Brit. str.	—	F. C. Gambrell	BUTTERFIELD & SWIRE	On 17th Apr.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Takada	NIPPON YUSEN KAISHA	On 12th inst., at 10 a.m.
JAPAN	TUJIWANG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	To-day.
TIENSIN	RUICKOW	Brit. str.	—	Shane	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
TIENSIN & WEIHAIWEI	CHUPHONG	Brit. str.	—	H. G. N. Walker	JARDINE, MATHESON & CO., LD.	On 14th inst., at 4 p.m.
SHANGHAI	SINKIANG	Brit. str.	—	C. Williams	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI	LUOHOW	Brit. str.	—	D. R. Davies	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI VIA SWATOW	KWONGSANG	Brit. str.	—	W. B. Bickard	JARDINE, MATHESON & CO., LD.	On 12th inst., at 4 p.m.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & CO., LD.	On 14th inst., at 4 p.m.
SHANGHAI	LIANAN	Brit. str.	—	E. J. Peitinger	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
SHANGHAI MOJI & KOBE	DOMMAY MARU	Jap. str.	—	Kobayashi	NIPPON YUSEN KAISHA	On 14th inst.
SHANGHAI MOJI & KOBE	MAIYU	Jap. str.	—	R. S. R. Bates	DAVID BLISSON & CO., LTD.	On 14th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	FUJING MARU	Jap. str.	—	G. O. Talbot, R.N.R.	P. & O. S. N. Co.	About 16th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	CHOKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 16th inst., at 10 a.m.
SHANGHAI MOJI, KOBE & YOKOHAMA	NAGATA	Brit. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 24th inst.
SAIGON	CHINLIANG	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 25th inst.
TAMBU VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—	G. B. Ainslie	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
AMPOY VIA SWATOW & AMOY	ROBERT MARU	Jap. str.	—	T. Konishi	OSAKA SHOSHUN KAISHA	On 18th inst., at Noon.
SWATOW, AMOY & FOOSHOW	HAIHONG	Brit. str.	—	J. W. Evans	DOUGLAS LAPSACK & CO.	On 16th inst., at 10 a.m.
SWATOW, AMOY & FOOSHOW	HAITAN	Brit. str.	—	J. S. Thomson	DOUGLAS LAPSACK & CO.	To-morrow, at 2 p.m.
SWATOW, AMOY & FOOSHOW	HAIOKING	Brit. str.	—	W. C. Thomson	DOUGLAS LAPSACK & CO.	On 14th inst., at 2 p.m.
MANILA, OBU & ILOILO	YAN	Brit. str.	—	J. Walker	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA, OBU & ILOILO	JOONKANG	Brit. str.	—	W. G. G. Leath	BUTTERFIELD & SWIRE	On 11th inst., at 3 p.m.
MANILA, OBU & ILOILO	CHIKITA	Brit. str.	—	Sidford	JARDINE, MATHESON & CO., LD.	On 14th inst., at 4 p.m.
MANILA, OBU & ILOILO	YUNNANG	Brit. str.	—	W. M. Mooney	JARDINE, MATHESON & CO., LD.	On 18th inst., at 3 p.m.
MANILA, OBU & ILOILO	YUNNANG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst.
MANILA, OBU & ILOILO	YUNNANG MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 15th inst., at 7 a.m.
MANILA, OBU & ILOILO	KAGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst.
MANILA, OBU & ILOILO	FOOSHING	Brit. str.	—	W. D. Welsh	JARDINE, MATHESON & CO., LD.	On 15th inst., at 3 p.m.
MANILA, OBU & ILOILO	SUBANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 18th inst., at 3 p.m.
MANILA, OBU & ILOILO	LAISANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	On 21st inst., at 3 p.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	VESSEL'S NAME	DATE	TIME
MANILA	"LOONGSANG"	Saturday, 11th Mar.	3 p.m.
SHANGHAI VIA SWATOW	"KWONGSANG"	Sunday, 12th Mar.	D'light.
TIENSIN & WEIHAIWEI	"CHUPHONG"	Tuesday, 14th Mar.	D'light.
SHANGHAI	"WOSANG"	Tuesday, 14th Mar.	D'light.
SINGAPORE, PENANG & CALCUTTA	"FOOSHING"	Wednesday, 15th Mar.	3 p.m.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Saturday, 18th Mar.	3 p.m.
MANILA	"YUNNANG"	Saturday, 18th Mar.	3 p.m.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 21st Mar.	3 p.m.

The steamers "KUMANG," "NANKIN," "LAISANG," and "FOOSHANG" leave about every 3 weeks, generally call at Shanghai on route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YATUNG," "KUMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Choochow, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kaitai, Lahad Duta, Singapore, Tawau, Denkan, Jesselton and Labuan.

Telephone No. 215.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are dispatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

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Telephone No. 215.

Hongkong, 16th April, 1916.



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

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Telephone No. 215, Box 10.

Hongkong, 26th October, 1915.

CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.

(PACIFIC SERVICE.)

FROM CHINA AND JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPERESS OF RUSSIA"—"EMPERESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPERESS OF JAPAN" RUMORED FIRST CLASS PASSE.

"MONTEAGLE" IMMEDIATELY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPERESS OF RUSSIA" ... 22 MAR. "EMPERESS OF RUSSIA" ... 17 MAY.

"EMPERESS OF JAPAN" ... 19 APR. "EMPERESS OF JAPAN" ... 31 MAY.

"EMPERESS OF ASIA" ... 19 APR. "EMPERESS OF ASIA" ... 14 JUNE.

"MONTEAGLE" ... 25 APR. "MONTEAGLE" ... 28 JUNE.

* Calls at MOJI instead of NAGASAKI.

For further information, Sailings, Guide Books, etc., please apply to

J. H. WALLACE, GENERAL AGENT.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA,

DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

PROPOSED SAILING

From Hongkong ... 18th March ... "GUJARAT" ... 18th April

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BRISA,

DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route, and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong ... 30th March ... "MADAWASKA" ... 30th March

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For ... "KEELUNG" ... 15th April

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD., GENERAL AGENTS.

OR TO HARRIS & CO., CANTON.

Hongkong 18th January, 1916.

VESSLS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BOMBAY, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NANKIN."

Captain G. Manley, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 9th March, 1916, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MONAGLI,"

from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for India, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "AWARA," due in London about the 24th April, 1916.

Passes will be received at the Office until 4 p.m. the day before sailing. Tariff and value of all packages are required. For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, 25th February, 1916.

[1]

HONGKONG—NEW YORK.

For NEW YORK VIA SUEZ CANAL OR CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE,"

On or about 13th March.

P. & O. S. N. CO. P. & O. S. N. CO.

WORK	STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY VIA NANKIN	Capt. G. Manley	3 P.M.	See Special Advertisement
SHANGHAI, MOJI, KOBE, MALTA	Capt. C. C. Talbot, R.N.R.	About 10th Mar.	Freight and Passage.
LONDON and BOMBAY VIA NOVARA	Capt. H. R. Witherington, R.N.R.	About 24th Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGOYA	Capt. A. B. Gerwood, R.N.R.	About 24th Mar.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

A. Mag. & Co. Ltd. (1)

Hongkong, 7th March, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION	STEAMERS	TO SAIL
SAIGON	"CHINKIANG"	On 9th Mar. 4 P.M.
MANILA, Cebu and ILOILO	"TEAN"	On 9th Mar. 4 P.M.
SHANGHAI	"SINKIANG"	On 9th Mar. 4 P.M.
SHANGHAI	"LUCHOW"	On 12th Mar. 4 P.M.
TIENSIN	"HUICHOW"	On 13th Mar. 4 P.M.
MAVILA, Cebu and ILOILO	"CHINKIANG"	On 14th Mar. 4 P.M.
SHANGHAI	"LINAN"	On 14th Mar. 4 P.M.

DIRECT SAILINGS TOWARD RIVER TWICE WEEKLY.
S.S. "LINAN" and S.S. "SINKIANG" "TAMING" and "TEAN". Excellent Saloon accommodation and electric fans fitted; extra State-rooms on Deck, etc. on "TAMING" and "TEAN".
S.S. "SHANGHAI" LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI", "CHENAN", "LUCHOW", "YINGCHOW", "SHANTUNG", and "SINKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wanning.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 9th March, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in saloons and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

STEAMERS	Captain	DEPARTING	LEAVING
"HAIKONG"	Capt. J. W. Evans	FRIDAY, 10th Mar., at 2 P.M.	
"HAIKON"	Capt. J. S. Thomson	TUESDAY, 14th Mar., at 2 P.M.	
"HAIKONG"	Capt. W. C. Passmore	FRIDAY, 17th Mar., at 2 P.M.	

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th March, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ITOLA," 5237 tons, Captain E. S. Butler, will be despatched for SHANGHAI, MOJI and KOBE on 14th March.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern appliances and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st March, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	16th Mar.	On 15th Mar., 11 A.M.
EMPIRE	6th Apr.	On 5th Apr., 11 A.M.
EASTERN	6th Apr.	On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTSPROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

STEAMERS	TO	LEAVE	LEAVE	CONNECTING STEAMERS	DEPART	DEPART
YOKOHAMA	COLOMBO	HONGKONG	HONGKONG	FROM COLOMBO TO MARSEILLES AND LONDON	1916	1916
1916		about	about		1916	1916
Mar. 12	NANKIN	Mar. 10	Mar. 9	NONGOLIA	April 9	April 16
Mar. 18	NOVABA	Mar. 16	Mar. 15	MALWA	April 23	April 30
Apr. 9	MALTA	Apr. 7	Apr. 6	KHIVA	May 8	May 15
Apr. 13	NAGOYA	Apr. 11	Apr. 10	MOOLTAN	May 22	May 29
May 7	NANKIN	May 5	May 4	KASHGAR	June 5	June 12
May 21	NANKIN	May 19	May 18	KASHGAR	June 19	June 26
June 4	NOVABA	June 2	June 1	KASHGAR	July 3	July 10
June 18	MALTA	June 16	June 15	KASHGAR	July 17	July 24
	NYANZA	June 20	June 19	MEDINA	July 31	Aug. 7

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows—

The fares to London and Marseilles are as follows:—					LONDON	
1st Saloon	"A"	Accommodation	Single	£74	Return	£114
	"B"	"	"	£68	"	£104
2nd Saloon	"A"	"	"	£58	"	£78
	"B"	"	"	£48	"	£58
					MARSEILLES	
1st Saloon	"A"	Accommodation	Single	£70	Return	£110
	"B"	"	"	£64	"	£96
2nd Saloon	"A"	"	"	£50	"	£75
	"B"	"	"	£46	"	£69

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE TO—

LONDON
CARRYING 1st AND 2nd SALOON PASSENGER AT REDUCED RATE.

STEAMERS	LEAVE	LEAVE	LEAVE	DEPART	DEPART
YOKOHAMA	SHANGHAI	HONGKONG	SPAIN	MARSEILLES	LONDON
about	about	about	about	about	about
1916	1916	1916	1916	1916	1916
NORE	Mar. 13	Mar. 23	Mar. 29	Apr. 4	May 4
NELLEKE	June 19	June 29	July 5	July 11	Aug. 9
MONGARA	July 3	July 13	July 19	July 25	Aug. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON:
1st Saloon £28 Single, £27 Return, 2nd Saloon £22 Single, £23 Return
FARES TO MARSEILLES:
1st Saloon £24 Single, 2nd Saloon £20 Single.

All Passenger Steamers are fitted with the Marcon System of Wireless Telegraphy; being to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.
For Further Particulars apply to

E. V. D. PARR,

Acting SUPERINTENDENT.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

ORIGINATOR	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE	COLOMBO, DUBAI, CAPE TOWN, and TENERIFE	AND DISPLACEMENT	
LONDON VIA SINGAPORE	"IYO MARU"	16,000	THURSDAY, 9th Mar., at Noon
COLOMBO, DUBAI, CAPE TOWN, and TENERIFE	"MIYAZAKI MARU"	16,000	SUNDAY, 26th Mar., at Noon
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	"YOKOHAMA MARU"	12,500	WEDNESDAY, 15th Mar., at Noon
	"SADO MARU"	12,500	TUESDAY, 4th Apr., at Noon
SYDNEY and MELBOURNE VIA MANILA, BANGORANG, THURSDAY ISLAND, TOWNVILLE and BRISBANE	"TANGO MARU"	13,500	TUESDAY, 14th Mar., at 4 P.M.
	"NIKKO MARU"	9,600	FRIDAY, 14th Apr., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGORANG	"KAGA MARU"	12,000	SUNDAY, 12th Mar.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	"YETOROFU MARU"	8,000	TUESDAY, 28th Mar.
SHANGHAI, MOJI and KOBE	"BOMBAY MARU"	8,000	TUESDAY, 14th Mar.
SHANGHAI, MOJI and KOBE	"COLOMBO MARU"	4,000	FRIDAY, 24th Mar.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU"	9,600	SUNDAY, 12th Mar., at 10 A.M.
SHANGHAI, MOJI and YOKOHAMA	"FUSHIMI MARU"	14,000	THURSDAY, 16th Mar., at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600	To Marseilles 1st Single Yen 550
" " 2nd Single " 400	" " 2nd Single " 350
" " 3rd Single " 300	" " 3rd Single " 250
To London, Southampton, Liverpool via New York	1st Single Yen 600
To Victoria, Vancouver, Seattle	1st Single Yen 500
To Sydney, 1st Single Yen 240	To Melbourne, 1st Single Yen 210
To Yokohama 1st Return Yen 1150	To Kobe 1st Return Yen 415
" " 2nd " 800	" " 2nd " 310

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone No. 222 and 194.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMER	SAILING FROM HONGKONG—Subject to Change Without Notice.	Leave Hongkong.
ANYO MARU	18,500 — 14 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000 — 21 knots	TUESDAY, 14th Mar.
KWANTO MARU	5,000 — 14 knots	WEDNESDAY, 29th Mar., Noon.
CHIYO MARU	22,000 — 21 knots	SAT., 8th April
TENYO MARU	22,000 — 21 knots	WED., 3rd May.

* Cargo only.

† Proceeding to South America Ports.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVY and MILITARY CIVIL SERVANTS. ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,500 — 14 knots ... SATURDAY, 11th Mar.
For Full Particulars as to Passage and Freight, apply to—
R. DOI, ACTING AGENT,
Telephone 291, King's Building, 1215

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA (Without Transshipment)
MARSEILLES VIA SAIGON and PORTS (Without Transshipment)
On 18th March.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Class.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

R. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 746.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

For VICTORIA and TACOMA VIA MANILA, MOJI, KOBE, YOKKAICHI and YOKOHAMA
"TACOMA MARU" ... Captain T. Hishida ... THURSDAY, 23rd Mar., at 3 P.M.
These Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,

PENANG, AND COLOMBO.

"LUZON" MARU ... Captain T. Miyata ... WEDNESDAY, 15th Mar., at 7 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

"DAIGI MARU" ... Captain T. Konishi ... SUNDAY, 12th Mar., at Noon.

FOR ANPING VIA SWATOW AND AMOY.

"SOBU MARU" ... Captain A. Kikayama ... WEDNESDAY, 15th Mar., at 10 A.M.

These Steamers of Coast and Foremors Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soen Yip Wharf (near the Harbours Office).
For FURTHER INFORMATION, apply to

H. YAMAUCHI

MANAGER,
Second Floor, No. 1, Queen's Building.

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Second Floor, No. 1, Queen's Building.

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